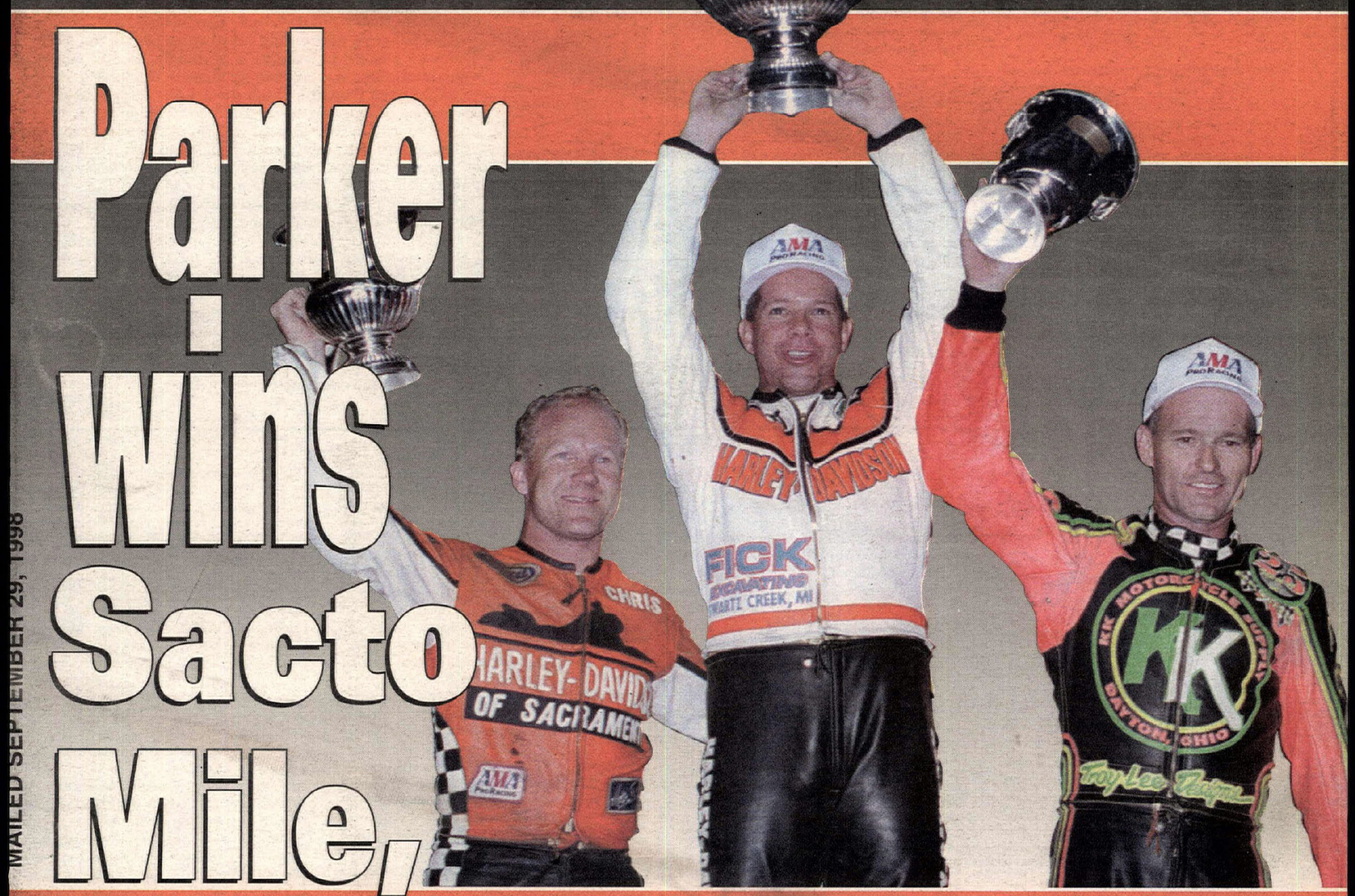
CYCLE NEWS

America's weekly motorcycle newspaper October 7, 1998 Vol. 39

(outside the U.S. $3.25) $2.50

Belgium wins MX des Nations
Team USA 5th!



Parker wins Sacto Mile,

but the heat is on in title chase...

TIME DATED MATERIAL MAILED SEPTEMBER 29, 1998

PLUS:

- AMA Grand Championships from Loudon
- Speedway Grand Prix
- Munich Motorcycle Show
- The greatest Motocross des Nations team ever

TIME DATED WEEKLY NEWS

FIRST LOOK:

The biggest GSX-R ever

Belgium wins Motocross des Nations

In racing conditions that bordered on the surreal, Team Belgium won the 52nd running of the Motocross des Nations in Foxhill, England, on September 28.

Led by a double moto sweep by recently displaced 250cc World Champion Stefan Everts, the Belgian team, also consisting of Marnicq Bervoets and 125cc-mounted Patrick Capps, generated a score of 22 total points to win their third World Championship team title in four years. Placing an eyebrow-raising second overall with 45 points were Petteri Gustafsson, Marco Kovalainen and Miska Aaltonen of Finland. Joshua Coppins, Shayne King and Darryl King led New Zealand to its best-ever Motocross des Nations finish of third. Holland placed fourth.

Team USA, meanwhile, made up of opening-moto winner Doug Henry, a fiercely determined Ricky Carmichael - both rookies to the prestigious event - and John Dowd, placed a creditable fifth overall.

However, by all accounts, the real story of the 1998 Motocross des Nations revolved around the calamitous racing conditions. Besieged by rain from Saturday afternoon on, the entire Foxhill circuit was either completely mud-ravaged or under water by the time the races were set to begin on Sunday at 1 p.m.

Observing that a number of 125cc competitors were unable to pilot their bikes up the steep hills in the back section of the circuit during Sunday morning practice, the organizers - under the watchful eye of the FIM (Federation Internationale Motocycliste) - removed the entire section from the event. Moreover, due to so many riders becoming stuck on one of the track's few remaining hills during the second moto, the race was first rerouted (as it was going on) and then, finally, red-flagged approximately two laps from its completion.

Said *Cycle News* reporter Davey Coombs by telephone from the Foxhill press tent: "The middle hill was so steep that many riders could not make it up; in fact, the Belgian 125cc rider, Patrick Capps, was stuck the entire moto. David Vuillemin of France (their team's 125cc rider) was stuck from the middle of the moto on. John Dowd was running fifth but was then stuck for three laps. Another rider had to help him get his bike out of the mud. Then Alessio Chiodi (Italy's 125cc team member) got stuck and the hill became impassable. From there the stewards rerouted the course through the infield and through all the fans, and the race became complete anarchy before the red flag flew.

"There were 20,000 screaming British fans - many of them drunk - blowing horns, waving flags, throwing mud and cheering," added Coombs. "Then, a few of them actually took their clothes off and began streaking along the side of the track. It was a lot like the old Blackwater 100."

After an ad hoc jury meeting following the mind-boggling moto, it was reportedly decided that the second moto would be scored one lap before the red flag flew, although the methodology of the decision was not available at press time.

After following Garcia Vico, a rider who does not consistently qualify for FIM 500cc GPs, during most of the opening moto for Open and 125cc bikes, Henry, on his Pete Steinbrecher-tuned YZ400F, scored the victory after the unknown Spaniard fell on the last lap. Capps was the first 125cc rider to cross the finish line, in fourth. Bervoets, meanwhile, rode his Suzuki to sixth overall to give Belgium the early points lead. Carmichael, without goggles or gloves, came across the line in 10th place, placing third in the 125cc class behind runner-up Chiodi.

After pulling the holeshot, Everts won the aforementioned abbreviated second moto (250 and 125cc) over Pichon. Dowd ran as high as fifth before his race came to an abrupt halt in the slop. Carmichael was on a late-race charge in the 125cc division, but he was relegated to 14th after the post-red-flag scoring arrangements.

In the final moto, for the Open and 250cc classes, it was again muck master Everts taking the moto win. Dowd came through from a lowly 24th on-track starting position to finish ninth. Henry, who ran fifth in the early stages of the moto, fell off at the halfway mark and ended up being scored two laps down.

Eric Johnson

IN THE WIND

With one race remaining in the series, **Ty Davis** (Yam) unofficially wrapped up the 1999 AMA Hare & Hound National Championship Series title with a fourth-place finish at the Murphy, Idaho, round on September 28. First overall went to **Nick Pearson** (KTM), followed by **Russ Pearson** (KTM), **Donnie Book** (Yam) and Davis. **Oakley Lehman** (Kaw) rounded out the top five overall.

Steve Hatch (Suz) recorded the overall win at the High Point Grand National Cross Country round in Mount Morris, Pennsylvania, on September 28. Finishing second was **Fred Andrews** (Kaw), with **Paul Edmondson** (Suz), **Mike Lafferty** (KTM) and **Jim Jarrett** (Kaw) rounding out the top five.

Kelly Smith (Hbg) won round two of the AMA Eastern Four-Stroke National MX Series in Buchanan, Michigan, on September 28. **Jim Neese** (Hus) took runner-up honors, while third place went to **Anthony Pocorobba** (Yam). **David Gaylord** (Yam) and **Todd Downs** (Yam) rounded out the top five.

At the AMA Fall Classic MX Series, also held at Buchanan, Michigan, on the same day as the Eastern Four-Stroke race, **Bradley Strunk** (Suz) took top honors in the 125cc Pro class over **Jeffrey Baker** (Kaw) and **Jim Neese** (Hus). In the 250cc Pro class, **Mark Burkhart** (Yam) took the win over **Thomas Hofmaster** (Suz) and **Andy Anaya** (Yam).

James Large (H-D) wrapped up his second straight AMA Hillclimb National Championship with his sixth win of the season, this one coming in the White Rose Motorcycle Club Hillclimb in Jefferson, Pennsylvania, on September 27. Large topped **Glen Petty** (H-D) and **Bob Templeton** (H-D) to win the 800cc class and the title. In the 540cc class, **Chad Disbennet** (Tri) won his first-ever National Hillclimb, beating **Toby Thompson** (BSA) and **Terry Thompson** (BSA). Points leader David Watson finished fourth and needs only a 14th-place finish or better to win the title in the final round, scheduled for October 11 in Oregonia, Ohio.

Chris Walker (Kaw) and **Michael Rutter** (Hon) split wins in the final round of the British Superbike Championship, held on September 27 at Donington Park. Walker topped Rutter and **Ian MacPherson** (Kaw) to win the first leg, with Rutter beating **Matt Llewellyn** (Duc) and **Terry Rymer** (Suz), who won the second leg. **Niall Mackenzie** (Yam), who had already wrapped up the series title, was fourth in the first race but failed to finish the second.

Robbie Reynard (Suz) topped the 250cc Pro field at round three of the CMC Trans-Cal National, held at Competition Park in Perris, California, on September 27. **Billy Payne** (Kaw) was second and **Bryan McGavran** was third. In the 125cc Pro class, McGavran took the win, with Payne and **Michael Young** (Yam) following him across the line.

Danny Carlson (Yam) won the 125cc and 250cc Pro classes at the Branson USA Motocross Championships held in Galina, Missouri, September 24-27. **Chad Johnson** (Kaw) stole the show in the Intermediate class by taking three wins, with **Bryan Emig** (Kaw) the top Vet with two wins.

Mike Brown (Hon) won both the 125 and 250cc Pro classes at the fourth annual Texas Pro MX Challenge at Swan MX in Tyler, Texas, on September 27. Brown topped Jeff Dement (Yam) in both races.

Road racer **Brett Metzger**, who was badly hurt during the injurious AMA Superbike National at New Hampshire International Speedway in June, returned to the track for the first time since his accident when he paid a visit to the AMA Grand Championships at Loudon on September 27. Metzger's accident came in practice at the exit of the final corner. He hit the wall on the outside of the track after a close pass by Graves Motorsports' Mark Miller. "If Mark Miller wasn't there, I wouldn't have crashed," said Metzger, who doesn't remember the accident. "Sixty to 80 percent of the people who witnessed it said he contacted me and knocked me out of control." Metzger had his spleen and one kidney removed and also suffered a fractured skull. He was hospitalized for 18 days and was unconscious for the first three or four, he said, though he can't remember. He also can't remember the next seven days, though his girlfriend recounted a conversation they had where he discussed talking with Miguel DuHamel, who was in the same hospital after crashing during qualifying in turn one. The gist of the conversation, Metzger said, was that DuHamel apologized for maligning him after he finished one spot in front of him in the rain-shortened AMA Superbike race at the Mid-Ohio Sports Car Course in 1996. Since his accident, Metzger, who lives in Newington, Connecticut, has been working at his performance company, Metzger Motorsports. He co-sponsored a cash-paying race at the AMA Grand Championships. He also said he was going to race on the weekend, but changed his mind. He hasn't made a decision as to whether or not he'll return to racing next year.

Although he has yet to sign a contract, **Anthony Gobert** is expected to ink the pact with Vance & Hines Ducati on either September 29 or 30. The deal will keep the Australian in the AMA Superbike Series for another season.

According to *Cycle News* contributor Paolo Gozzi, **Luca Cadalora** tested a factory Ducati 996 on Monday, September 21, at the Mugello circuit in Italy. The top-secret test didn't remain a secret for long, with Cadalora turning in roughly 60 laps - with a best time of 1:56.8. Carl Fogarty set the superbike lap record at Mugello in 1994 with a 1:56.069. "I have never ridden a four-stroke production bike before," Cadalora said after the test. "I was wrong in thinking that they were heavy bikes that were difficult to ride. Instead, I was really impressed with the power and the handling of the Ducati. It was an extremely interesting test." The bidding for Cadalora to make his World Superbike debut has already started, with the fee estimated to be in the $1.5 million range - a large figure for World Superbike racing. Cadalora is being courted by both Ducati and Yamaha, but Ducati would have to pass on the services of one of its existing riders - either Fogarty, Troy Corser or Pier-Francesco Chili - to make room for the former Grand Prix World Champion.

In related stories, sources in Europe indicate that **Troy Corser** has been negotiating with Francis Batta, the Alstare team manager who will run two factory **Suzuki** GSX-R750s in the 1999 World Superbike Championship. **Pier-Francesco Chili** and his current team manager, Virginio Ferrari, have visited the **Aprilia** headquarters, as the Italian manufacturer is seeking an outside team to develop the new RSV1000.

Benetton has signed a deal with Ducati in which a Ducati satellite team will run in Benetton colors in next year's World Superbike Championship. Ferdinando DeCecco, who currently runs Gregorio Lavilla on a Ducati team in the World Superbike series, will likely run the team. Benetton sponsors Formula One car teams, as well as Marco Melandri in 125cc Grand Prix racing and Tohru Ukawa in the 250cc World Championship.

PACE Motor Sports will unleash a new motocross series called the **PJ1 Ultracross Series**. It will be a six-race tour that will be very similar to PACE's PJ1 Arenacross Series and will be held in venues that house between 5000 to 15,000 spectators. The three-day events will feature professional, amateur and pee-wee riders. PACE promises a "very generous purse and bonus program" in the series. "This year we are celebrating our 15th year with the PJ1 Arenacross Series, and as the growth continues and

AMA National Speedway to Hancock

American speedway superstar Greg Hancock, the 1997 World Speedway Champion, jetted home to California and collected the AMA National Speedway Championship at Fast Fridays Speedway on the Gold Country Fairgrounds in Auburn, California.

Hancock scored 14 of a possible 15 points in the 20-heat championship-style portion of the program to lead all scorers into the A final, which would determine the championship title. Reigning U.S. National Speedway Champion Mike Faria, Northern California Speedway Champion Bart Bast and former California State Champion Charlie Venegas also gained direct entry to the A final after tying on 12 points. Another Northern California star, Bobby Hedden, made his way to the championship final by winning the B final.

In the A final, Hancock went on to post the win and claim the inaugural AMA title - but actually his second domestic national championship title, as he won the U.S. National Championship in 1995. Bast was second, followed by Faria, Hedden and Venegas.

Biaggi/Barros controversy continues

The FIM will meet on Wednesday, September 30, to consider the appeal by the teams of Max Biaggi and Alex Barros against the controversial stop-and-go penalty applied to them at the Catalunyan Grand Prix on September 20.

The incident eventually resulted in Biaggi's disqualification, and (in the eavesdropped words broadcast over the Dorna management walkie-talkies at the time) "ruined our World Championship."

The special FIM tribunal will be asked to consider not only whether any offense was committed (in Biaggi's case, there seems little doubt; Barros's guilt is debatable), but various other matters of principle - including whether a stop-and-go penalty is appropriate for motorcycle racing. Transferred from Formula One car racing, where races are almost two hours in length, it was originally meant only as a punishment for jumping the start. This is the first time it has been applied for an offense in a race. It cost Barros more than 25 seconds - a huge margin at a motorcycle GP.

Race director Roberto Nosetto explained his position with great eloquence on Sunday night at the track. Putting the safety of injured riders and trackside helpers above all else, he argued that this "sporting" penalty was more appropriate than a post-race fine.

Biaggi has maintained his silence, saying he wishes to concentrate on the forthcoming races. But his supporters are full of outrage and insinuations of an all-Italian personal vendetta by Nosetto. Last year, Nosetto punished Biaggi twice at Assen for a start-line offense, not only making him start at the back of the field from the pits but also applying a stop-and-go penalty. Biaggi took no notice that time, either, and was disqualified.

At the same time, strong elements within Spanish-based Dorna are questioning not only whether the penalty was appropriate, but even the legitimacy of Nosetto's one-man regime. Sources close to Dorna suggest high-level anger that the case was not considered on its merits, and the entertainment factor not taken into account, rather than being subject to this extreme and ultimately ruinous one-size-fits-all punishment.

"You can't imagine a decision like this in F-1 racing," said one insider.

The FIM might decide to support the strict letter of the law and let all decisions stand. If not, they would be opening a new line of conflict within the fragile structure at the top of racing.

A decision for Biaggi would also question the validity of the subsequent black flag, though it is hard to find anyone to back Biaggi's steadfast refusal to obey instructions.

Whatever is decided, Nosetto's position will come under close scrutiny in the coming weeks.

Michael Scott

we gain access to more and more buildings across the United States, we decided to develop a new series," said PACE vice president Mike Kidd. "With our new PJ1 Ultracross events, fans will see the same great racing in the same format with a lot of the same exciting riders and teams they see in our PJ1 Arenacross Series." "Our PJ1 Ultracross is an open door for amateur riders and a new way for them to develop their skills for the PJ1 Arenacross Series and, eventually, the AMA U.S. Supercross Series," said PACE president Charlie Mancuso. The 1998 PJ1 Ultracross Series is as follows: Dane County Arena, Madison, Wisconsin, November 6-8; Louisiana Civic Center, Monroe, Louisiana, February 5-7; Wisconsin Center Arena, Milwaukee, Wisconsin, February 19-21; Idaho Center, Nampa, Idaho, February 26-28; Mid-South Coliseum, Memphis, Tennessee, March 12-14; UTC Arena, Chattanooga, Tennessee, March 19-21. For more information, call 817/246-7400.

Fleshwound Films will host a VIP premiere party in which they will screen the fourth installation in the **Crusty Demons of Dirt** series. The premiere will be held at the MGM Grand Hotel and Casino in Las Vegas, Nevada, following the U.S. Open of Supercross on October 11. For more information, call 310/457-5868.

Hurry, hurry, hurry dept.: **Elsinore Grand Prix** entries will close on October 9. For more information on the race, call 909/653-4042.

Dan Mahony Racing Photos will be on hand at the Del Mar Mile, both for the Saturday motorcycle show and the Sunday running of the Del Mar Mile, scheduled for October 10-11. Mahony, who is celebrating his 30th year in the motorsports-photography business, will be set up near the stage on Saturday and near the pit entrance on Sunday, displaying his wares. For more information, call 800/543-2854, ext. 1998.

A meeting of leading industry figures is set to decide the future of **Australian road racing**, according to *Cycle News* contributor Darryl Flack. With the demise of the Superbike class for 1999, the head honchos of the top local importers - Honda, Yamaha, Kawasaki, Suzuki, Harley-Davidson and Ducati - are set to establish rules for a big-bore class to headline next year's Australian Road Race Championships. The future role of the chief governing body, Motorcycling Australia, and that of longtime series sponsor Shell is not known - nor is the role of the promoter of the independent Formula Xtreme series, Terry O'Neill. The upheaval came to a head several weeks ago when Honda Australia announced that it will not support the Superbike class in 1999, leading to speculation that Honda may be planning to reignite the class in 2000 with a bevy of superbike-kitted VTR1000s. Two riders with much interest in the outcome of the meeting are two-time Australian Superbike Champion Martin Craggill and Suzuki Superbike team rider **Mark Willis**. Willis, 22, has scored a factory Suzuki 500 and will ride as a wild card in the Australian Grand Prix on October 4, while Craggill will ride as a 250cc GP wild card aboard an Aprilia.

Those planning on attending the **U.S. Open of Supercross**, scheduled for October 10-11 in Las Vegas, Nevada, better have tickets. "The event is sold out," said promoter Eric Peronard on Friday, September 25. "There are no tickets left. In fact, we have recently seen ads from ticket scalpers in Las Vegas newspapers asking for upwards of $175 for tickets." In addition, **Mazda** has stepped in to become the official truck of the U.S. Open of Supercross. "In the continuing growth of Mazda's involvement in motocross and the AMA National Championship Motocross Series, we made the decision to get involved in the U.S. Open of Supercross," said Jack Stavana, Mazda's group manager of marketing plans. "We will be the official truck of the U.S. Open of Supercross, and we feel the event is the next natural step in our involvement in the sport."

Perhaps the biggest news to come from the **U.S. Open of Supercross** is the fact that both races will be televised **live** on both **Speedvision** and **Fox Sports Net**. "Speedvision and Fox Sports Net are excited to have America's major supercross stars on their networks for the first time," said Dan Murphy, president of FAST. The Saturday night race will be shown from 10 to 11 p.m. (Pacific time) on Speedvision, with Sunday's race airing from 3 to 4 p.m. on Fox Sports Net. The two broadcasts will include taped highlights from the heat races and live coverage of the finals. Check your local listings for details.

A bill before the **U.S. Senate** that would offer motorcyclists a choice between **no-fault vehicle insurance** and a traditional, tort-based insurance policy - which allows vehicle owners to sue and be sued - will not adversely affect motorcyclists as currently drafted, according to the AMA. The bill, called the Auto Choice Reform Act of 1997 (S 2454), would permit vehicle operators to maintain insurance coverage similar to what is currently available under various state laws, but it would also allow motorists the option to purchase supposedly less expensive no-fault insurance in exchange for waiving the right to sue for noneconomic damages, such as pain and suffering. As currently worded, the bill would permit motorcyclists to purchase no-fault insurance if offered within the state, but language within the bill specifically prohibits motorcyclists from being compelled to purchase such insurance. Additionally, the bill specifies that motorcyclists' rights to sue for noneconomic damages would be preserved under the new insurance system.

California Governor Pete Wilson recently signed SB 1639, a new law that makes it illegal to possess an open container of **alcohol** while riding in or operating an off-highway vehicle on public lands in California. The new law was signed just weeks after the Pacific region of the U.S. Forest Service also issued its own forest order that prohibits "possessing any bottle, can or other receptacle containing any alcoholic beverage which has been opened, or a seal which has been broken, or the contents of which have been partially removed, while driving, riding in, or riding on any motor vehicle or off-highway vehicle." The California Off-Highway Vehicle Motor Vehicle Recreation Division supports the new laws.

Speedway International Racing Bistro & Bar will host **European Bike Night** on Thursday, October 1. For more information on the event, call FS Productions at 714/573-4993.

Road racer **Paul Ritter** suffered serious injury when he crashed during the AHRMA Steamboat Springs road race in Steamboat Springs, Colorado, on September 20. Ritter is in the intensive care unit of the Denver Health Medical Center in Denver, Colorado. He is currently paralyzed after suffering spinal-cord damage. Ritter won two AMA Superbike Nationals on Ducatis, both at Sears Point - one in 1977 and the other in 1978. Ritter finished third in the 1978 AMA Superbike Championship point standings behind Reg Pridmore and John Long.

The FIM gave random drug tests to **Carl Fogarty**, **Aaron Slight** and **Scott Russell** at the World Superbike round in Austria on August 30, and all three samples were clean.

Pro Circuit Kawasaki rider **Nick Wey** has been named the 1998 AMA Motocross Rookie of the Year. Wey, 19, finished ninth in the AMA 125cc National Motocross Championship with seven top-10 finishes. Wey's best result was a fifth-place overall in Southwick, Massachusetts.

Don't wait to get your tickets dept.: Since ticket availability is limited, don't wait to order your tickets to the **Iron Men of Motocross Banquet** - and don't expect to just walk up and buy tickets at the door. The banquet, which is being held in conjunction with the Vintage Iron World Championships and White Brothers Vet World Championship at Glen Helen Raceway, will be held on Saturday night, October 31 at the San Bernardino (California) Hilton. Tickets are $50 per person, with all benefits going to the Feed The Children charity fund, and tables of 10 are available for groups who would like to sit together. Motocross legends such as DeCoster, Wolsink, Hannah, Mikkola, LaPorte, Ward and Johnson will be on hand. For more information, call 800/422-4766 or visit Vintage Iron's website at www.vintageiron.com

Just a reminder that entries are still available for the first running of the **Pumpkin Run**, a road ride in San Luis Obispo, California, on October 17. The ride benefits the San Luis Obispo Special Olympics. For more information, call 805/544-6444. CN

Shocker: Brazilian GP canceled

In a shock move, the Brazilian Grand Prix, scheduled for October 18, has been canceled. The track failed a final safety inspection on September 25 and 26, and the FIM announced the cancellation on Monday, September 28.

This cuts the World Championship back to 14 rounds, with a single Latin American round in Buenos Aires on October 25 concluding the season. The Australian GP thus becomes the penultimate round, while Mick Doohan is one easy step closer to securing his fifth successive crown.

"During this inspection, the surface of the circuit proved inadequate to ensure a normal and safe running of the Grand Prix," the FIM's statement said. "Considering that the surface of the circuit does not meet the safety criteria fundamental for the FIM, the FIM cannot deliver its homologation to the Nelson Piquet circuit, and the Rio GP, scheduled on October 18, must be canceled and will not be replaced."

With teams already in or en route to Australia, this late news will throw travel plans into chaos. It also puts a question mark over whether the Argentine round, scheduled for October 25, has the resources to stand alone.

Following on the controversial disqualification of Max Biaggi - which at a single stroke took the teeth out of the closest title battle in championship history - this late decision will further tarnish the reputation of the sport's management.

Michael Scott

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXV

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 3505-M Cadillac Avenue, Costa Mesa, CA 92628. Periodicals Postage Paid at Costa Mesa, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year (50 issues), $50.00; two years (100 issues), $95.00; six months (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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Printed in U.S.A.

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VOICES
LETTERS TO THE EDITOR

Say yes to Project 2000

I'm sick of hearing all the negative criticism about the AMA's Project 2000 program. Do we leave things the way they are and let the don't-haves watch the haves at the AMA Grand Nationals - even though there are plenty of don't-haves with ample talent? Or do we open it up to where a Grand National dirt tracker is more affordable to the guys who would give the left side of their bodies to be out there?

The way it stands right now, it takes about $20,000 to build a 750cc dirt tracker. You can build a TL1000 Suzuki for under $10,000. The Harley-Davidson XR750 can be run competitively for about four races (if they're half miles) before it needs to be freshened up. There's no reason why the Suzuki can't be run 10 to 15 times before maintenance is nessessary.

Ask Joe Kopp, Billy Martin or Johnny Murphree how they would rather spend their weeknights - working on race bikes or racing? It wouldn't take a rocket scientist to figure this one out. To the guys who are against Project 2000 - maybe you should go car-racing at your local dirt track, because there are real racers who would rather race than tour the country playing golf.

Nineteen races just aren't enough.

Joe Duvall
Tulsa, OK

No SX only

I think Jeremy McGrath is a candy-ass for trying to sign a supercross-only contract. I realize the money is not as good in the outdoor series, but that is where the real men race. Steve Lamson, John Dowd, even Ricky Carmichael, have said they prefer the outdoors to supercross. It takes hard work and determination to succeed outdoors, and Jeremy has proved he has what it takes. I think it would be sad to see Jeremy McGrath become a part-time racer.

While I'm on a roll, I might as well ask: What happened to team loyalty? Is Ricky Carmichael the only rider to have it? Is there any possible way to make this sport about racing again - or is it all about money?

Matt Arant
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Badly jetted CARB

I read with interest the "In The Wind" blurb (Issue #35, September 9) on how "thanks to the hard work of D-36 and CMDA" we California off-roaders now have some exemption from CARB for noncomplying bikes. These self-proclaimed "heroes" make it sound like we are actually winning! I would like to personally thank (and bury in my roost) Bill Dart, the paid legislative officer of District 36, and John Paliwoda of CMDA for putting a hefty nail in the coffin of California two-stroke off-road riding. Neither of them seem to remember (or give credit to) any of the So. Cal. reps working with CARB on the two-stroke issue. The agreement that these two are patting themselves on the back for would have effectively destroyed Southern California's off-road riding within five years.

In their press release, they state "...but in most regions, use will be allowed during the prime riding season, since air-quality problems are typically at their worst during the summer and early fall, when off-road use is at its lowest."

What Dart failed to mention was that the plan outlined the seasons in Johnson Valley, El Mirage, Jawbone and Ridgecrest as open from October to April. This means if you own a noncomplying motorcycle, you could not ride in the desert from May 1 until September 31. Right off the bat, District 37 would lose 10 of its races. Stoddard Valley would be open from November to March. Those of us who like to ride Kennedy Meadows in the summer would only get to ride our noncomplying bikes from November to March. Gorman (Las Padres), San Bernardino and Angeles Mountains would only be open for noncompliers from November through March. Tujunga is listed as open only during December and January. Who wants to ride the mountains in the winter?

This agreement with CARB was reached in a meeting that, conveniently, none of Southern California's reps were invited to. It's apparent that District 36 offered us up as the lambs for slaughter, as most of Northern California's riding areas were successfully negotiated for year-round use. To add insult to injury, Southern California's off-road community contributed hefty sums to Dart to fight for all of California. Although most of us have 1997-or-earlier motorcycles right now, what are we going to do in three to five years when our bikes are worn out? Putting a green sticker from a previous-year model on a new bike will only work for so long. As any of you who ride the forests know, the rangers can and will run your green sticker for verification.

Still, all is not yet lost, as we do have a real hero among us - Dave Oakleaf, the volunteer District 37 legislative officer. Unfortunately, Dave is not Superman, but he has been the District 37 legislative officer for three years and has proved to be a real bulldog - and a champion for off-road use. An inside tip to Dave brought his attention to this meeting, and its damaging effects, and to a second meeting with CARB. Negotiations with CARB to exempt competition use and to review some of the dates for the riding seasons are currently under way. Even with competition exempted, Southern Californians should still be prepared to take a really hard hit. This is ugly, people - very ugly - and there is little we can do about it.

According to Oakleaf, CARB can just tell us to bug off if they want to - but pressure from the various off-road organizations have them trying to negotiate a compromise with us. Oakleaf, whom I have found to be an up-front and honest man, seems to think that CARB wants to be reasonable and not destroy our off-road recreation. He suggests that we continue to work with the CARB committee. Suing the State of California doesn't seem a viable option, but it is being looked into. Urbanization near our riding areas has affected the smog, giving validation to the environmentalist's smog statistics. Our AMA rep tells us that they cannot get involved in a fight between two districts, and for us to work it out and let them know. It seems that half our representation on the CARB committee is misguided, to say the least. Not only do we have to watch our backs from groups outside, but we are being undermined by our own people. It's looking grim, and in my opinion, if you want someone to tell you lies on how we are winning on this issue, call Bill Dart or John Paliwoda. I'll be checking in with Dave Oakleaf.

Michelle Cassella
wmnracr@ivic.net

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084, faxed to 714/751-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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Issue #39 October 7, 1998

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ON THE FRONT COVER

Scott Parker (center) won the Sacramento Mile, topping Chris Carr (left) and Steve Morehead (right). Photo by Flat Trak Fotos. Inset: Suzuki's brand-new GSX-R1300. Photo courtesy of Suzuki.

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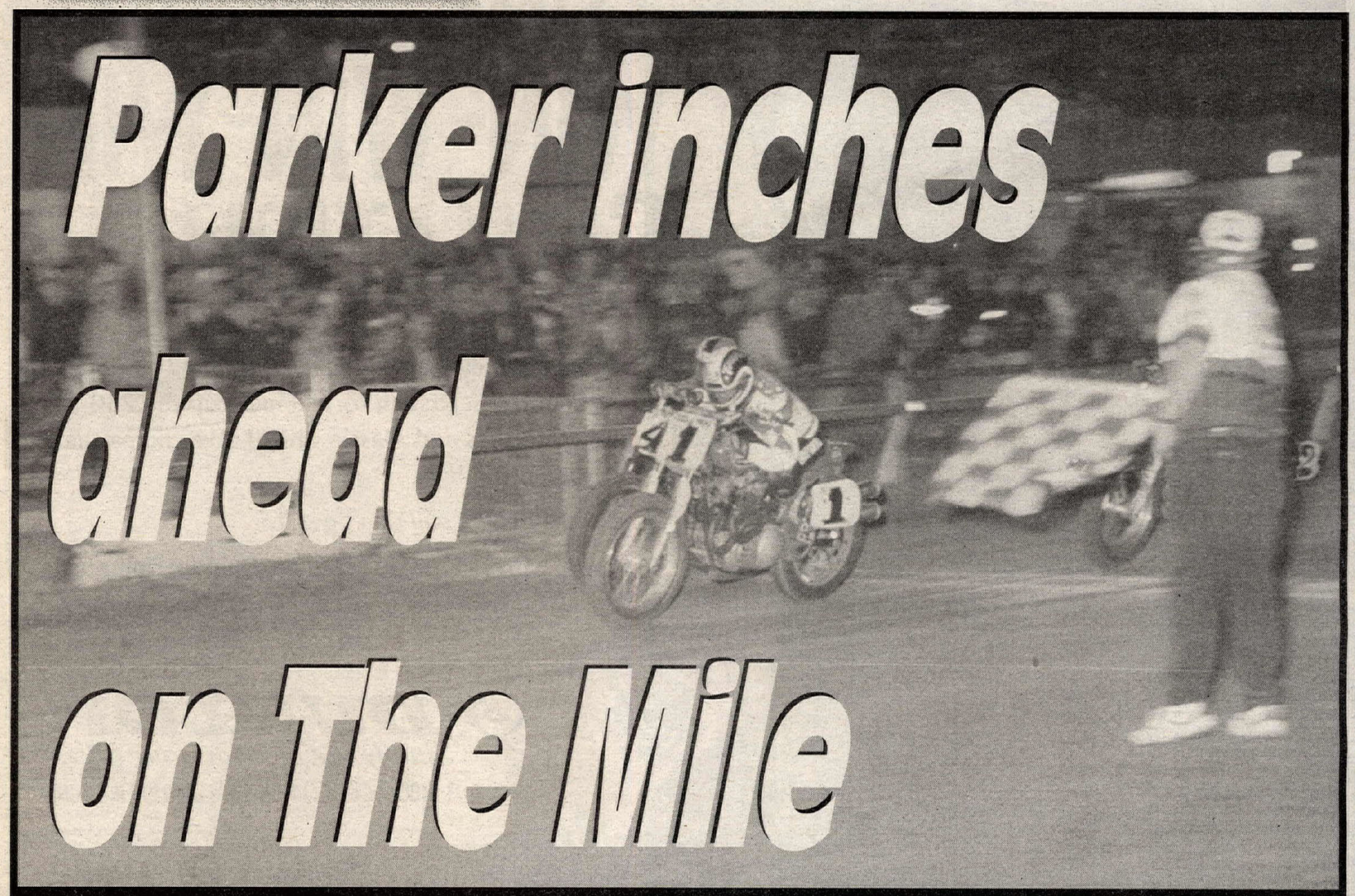
Parker inches ahead on The Mile



Scott Parker (1) drafted past Chris Carr (4) and deeper into the record books as he captured his 90th career Grand National victory at the Sacramento Mile. Parker has now won Sacto 13 times.

By Dave Hoenig
Photos by Flat Trak Fotos

SACRAMENTO, CA, SEPT. 26

After a two-week hiatus, the American Motorcyclist Association's Grand National Championship Series rolled into Sacramento's Cal-Expo State Fairgrounds in the midst of one of the fiercest points battles in the 45-year history of the series.

Four riders came into the race within two points of the lead. Rich King and Will Davis were tied for the lead, with defending champion Scott Parker and Chris Carr third and fourth, respectively. A quick check of the record book showed that since 1985 there have been 23 races held on the Sacramento Mile track, and the wins have gone to just three riders: The long-retired Bubba Shobert won three, Chris Carr captured eight, and the remaining 12 went to eight-time Grand National Champion Scott Parker.

You can now make that 13 wins for the Harley-Davidson Motor Co./AGV/HOG-sponsored Parker, who nipped the Harley-Davidson of Sacramento/Phoenix Racing/RC Digital-backed Carr and Steve Morehead at the finish line to capture his 90th career Grand National main-event win.

Rain during the second heat race had caused a delay, which forced alterations to the program. Only two semi races were run, and the Grand National was shortened to 20 laps. The Harley-Davidson Sportster Performance National and 600cc support race were both canceled and paid off according to heat-race finishes.

Despite the shorter distance, or perhaps because of it, the feature was a flat-out battle. Parker and Carr chased down early leader Morehead and treated the 18,000-strong crowd to an action-packed National.

"I was just dancing with the boys," Parker said of his race strategy. "I mean everyone was dancing around."

The top three battled all around the track to the finish. Much as he had done last year, Parker drove deep into turn one in an attempt to put his two rivals away.

"On the last lap I tried to hustle a little bit, but I knew it was going to be really hard," Parker said. "It was hard to get it in hot and keep a lot of momentum going. I just rolled in as hard as I could and felt like I had a pretty good chance, but Chris had a pretty good chance, too."

This year the gamble was only partially successful.

"Scotty smoked it in there pretty good and burned good turns one and two, so I was probably four bike lengths behind, coming out of two," Carr said. "I wasn't able to get him back until we got into three. It wasn't the soundest strategy, but I was thinking in my mind that if I hadn't gone by Scotty on that last lap, somebody might have got in between us. I didn't want to run that risk and finish third. Well, hindsight is 20/20, though. I had a good horse, I just didn't crack the whip good enough."

Morehead, meanwhile, was looking to take advantage of any error from the former Harley-Davidson Factory teammates.

"I tell you, those two guys are smart," the F&S Harley-Davidson/KK Supply/Shepherd & Dragoo-sponsored Morehead said. "Early in the race, when one of them would draft the other, it would pull me along, too. Then they started messing with each other and going down the middle of the straightaway. If you drafted by, you had to pass on the outside. Then towards the end they would wait until the end of the straight, and I could only get halfway around and had to back off. If Chris or Scotty, whichever was in second, would pass the other coming off the turn, it would pull me by to where I was clear of them when we would get to the next end. If they would wait until after halfway down, I couldn't clear them. They would pull me up there, but I couldn't finish the pass. Those guys moved around the race track to where you had to draft to the outside. They're really smart; there was nowhere for me to go. I take my hat off to them - those two guys race with their heads."

Saving his best for the end of the season, Harley-Davidson of Missouri/Dave Burks Motorsports' Ken Coolbeth Jr. held his Carl Patrick-built Harley in fourth position for all but two laps. After staving off Rich King's late challenge, Coolbeth came away with his best finish so far in 1998.

"I wish Rich would have come up sooner, but I'm happy with fourth," Coolbeth said. "I should have started this at the beginning of the year. The whole race I was closing up, falling back, closing up, falling back. I was having trouble getting out of the corners, but I was gaining going in. I'd rather be alone up front than way in back, scrambling for a spot."

Coolbeth's impressive ride came at the expense of title contenders King and Will Davis.

"The bike was working good in the main and, coming down to the end, I thought we might have something for them," the Corbin Racing/Supertapp/Rogers Racing-backed King said. "For some reason we lost the brake. We started on the second row, so it wasn't a good start. Five laps from the end, we lost our brakes, right when I caught Coolbeth."

Tommy Cummings Racing/Michigan Harley-Davidson Dealer's Will Davis was mad at himself for making a critical starting-line error.

"I had a holeshot, I thought, then I missed second gear," Davis said. "I missed second gear, no two ways about it. When that happens, you have to let it go back to idle before you can get it to go into gear. By then I was in last. The dang traffic at this place, you just have one spot (to run) and it's hard to get through. Once I got free of all of them and the weaving everywhere, and could run my own line, I was able to catch them pretty easy. We ran out of laps."

USC Racing riders Terry Poovey and Dan Butler finished in seventh and eighth, but they reached those results from opposite directions. USC/Lancaster Harley-Davidson/Dodge Brothers' Butler looked to be off well - then his trouble started.

Terry Poovey (18) wound up getting the holeshot in the shortened, 20-lap feature. Poovey went on to finish eighth, while Steve Morehead (42) raced with Parker (1) and Carr (4) for the entire distance, finishing third.

"I got a great holeshot and then Will missed a shift, and I had to go around the inside of him," Butler said. "As soon as I went to the inside, it was all mud - it had never been wheel-packed. I just lit up the tire, and then when I got to the corner, I didn't have any corner speed and everyone from the outside was on the groove, and they just went right on by."

Despite posting his best 750cc finish of 1998, the USC/Sakaida/Salpaka-sponsored Poovey was less than thrilled with his performance.

"I didn't like the race track in the feature," Poovey said. "I chased the front wheel on both ends of the track. I just didn't feel good. I'd get in there and the front wheel wanted to turn under, and I'd chase the front wheel all the way around the corners. The Harley guys would get in there and they were steering with the rear wheel and this thing (Honda), if I tried to steer with the rear wheel, it wants to swap ends. So I had to be easy on the gas and just try to keep the wheels in line to go fast. I'm happy; we got in there and ran okay. The track just wasn't good for me; it got greasier in the feature than it was in the heat. It was faster, but it was greasy, and I just couldn't get around."

The ever-popular Jay Springsteen captured ninth, overcoming his own unique problem. "My air cleaner fell off three laps into the race, and it kept sucking my leg into the carburetor," the RC Trucking/Bartels Harley-Davidson-sponsored Springsteen said. "It fell off going down the back straight, and I saw what happened, but I just kept going. I thought, 'If it's going to suck it full of dirt, it's going to suck it full of dirt, because I ain't pulling in.' I just kept on going. I got around a few guys and then the last lap, coming off four, I thought I was going to be able to draft by Poovey and get him. It sucked my pant leg into the front carb again and shut it down. I was able to pull my leg out, and it took off. We survived the night. Number nine was ninth."

Rose Racing/Schaeffer's Harley-Davidson/B&B Trading Company's Kevin Varnes overcame a disastrous start to finish 10th.

"I went into the first turn and had a good line on the outside," Varnes said. "I started coming around people on the outside, then it looked like somebody got into somebody. Roeder was on the outside, and he got hit. It stood him up, and he made a right turn. I was coming on the outside of him, and I just turned as hard as I could to the right. By then I was way up by the bales. I caught the pack by turn three, but I was way back. That hurt us a little bit."

HEATS

Chris Carr proved he hadn't forgotten how to get around what had formerly been his hometown track as he posted the fastest four-lap qualifying time of two minutes, 32.631 seconds. Carr blasted around early leader Morehead on lap two and the two pulled well clear of a tight race for the last direct transfer spot between young Shaun Russell and the veteran Ronnie Jones. Morehead appeared content in second, but this was not the case.

"I knew when I caught his draft we were just going faster and faster," Morehead said. "I just waited until coming off turn four, the last lap, to tip my hand."

The AMA's finish-line camera had to be used to determine the winner. Morehead's 10-lap time of 6 minutes, 12.283 seconds would prove to be the fastest of the night.

Russell put his Bartels Harley-Davidson into the National as he held off the persistent Jones.

"I wasn't sure what he (Jones) was going to do," Russell said. "I thought he was going to hang back on the last lap, going down the back straight. He passed me, so I was able to draft back by before we got to the line. I didn't want to ride a semi - I was tired of that."

When the first heat had come to the line, very widely scattered drops of rain had begun to fall. Unfortunately, during the second heat, the drops got closer together, forcing a red flag on the ninth lap and ending a very exciting race. Davis recovered from a poor qualifying heat to run away with the second heat. Butler, Springsteen, King and Brett Landes were battling over the other two transfer spots. The four waged a heated battle, as Davis pulled away, and the rain drops were getting closer together.

By lap six; King pulled into second and put a little distance between himself and the other three riders in the pack. On the eighth lap, disaster hit Springsteen as his chain derailed exiting turn two.

"I don't know why, but the chain came off," Springsteen, "The race track was pretty abrasive tonight, and it was making the wheels chatter. We only had one race on that chain. Usually I can run three races before we change chains. It's just one of those things."

The field came around for the white flag, but instead they were greeted with AMA starter Scott Zimmerman's red flag. The persistent sprinkles had turned

(Right) Parker (1), Carr (4) and Morehad (42) broke away from the rest of the field a little more than three laps into the race. Normal tire-wear conditions at Sacramento were eliminated due to the moisture and shorter distance, making the event more of a sprint race.

Round 17: Cal-Expo State Fairgrounds

Kenny Coolbeth (31) turned in his most impressive performance all season, carding a fourth-place finish ahead of heretofore series points leader Rich King (80), who finished fifth and dropped to third in the series points standings.

to real rain, and the program was put on hold. The second heat was called complete, with Davis taking the win over King and Butler.

Once the rain stopped and the track was ironed back into shape, the third heat roared into turn one, led by Mike Hale. Hale's Saddlemen/Moroney's Harley-Davidson teammate Dave Camlin (making his first appearance since his August 2 injury) held second early before giving way to Dan Stanley and Poovey, who had his Honda flying and who took over the lead from his fellow Texan on lap three.

"In the heat race I could go in hot, slide up and come back down, but in the main I was just chasing the front wheel," Poovey would say later. "This is a good race track for me when it gets rubber on it and you have to race around on the groove. I still think I'm getting back to where I used to be."

Gardner Racing/Walters Brothers Harley-Davidson's Stanley was running hot and also slipped around Hale for second. Camlin finished a close fourth but led Dale Jenneman, Willie McCoy and Greg Teague to the semis.

Geo Roeder led the last heat into turn one, over Paul Morgan III, Parker and Varnes, but it was Morgan up front at the end of the first lap. His advantage was short-lived, as Parker stormed to the front.

"The track was so bitchin' - it's just buff it in there and float with it a few laps," Parker said. "You could just brake the thing off, get your feet on the pegs, set back on the seat and get on the gas. It really reminded me of ice racing. It was awesome."

The battle for second continued between Morgan and Roeder, but both were soon set back by the flying Coolbeth, who took second on lap seven and cruised on into the main. The last direct transfer became a five-rider battle between Roeder, Morgan, Varnes, Joe Kopp and Bryan Bigelow. Roeder was able to sneak his KK Motorcycle Supply Harley past Morgan and into the National. Everyone else was semi bound.

SEMIS

With the small field of riders and the time problems, the program was changed to two eight-lap, 12-rider semifinals, with the top three advancing to the National. Brett Landes led the first semi off the line, but Ronnie Jones quickly grabbed the lead over Landes, Nicky Hayden, Chris Evans and Gary Rogers. Springer was mired in sixth.

Jones, making his last ride of the year on the Tommy Cummings/Michigan Harley-Davidson Dealers/Loral Lake Harley, gave up the lead to the hard-charging Springsteen at the halfway point. Landes and Hayden exchanged the last transfer spot a couple of times before the Audiovox/Quaker State/Donahue Harley-Davidson-backed Landes nailed it down.

The second semi started out as much the same type of dogfight. Bryan Bigelow led Paul Morgan into turn one, but the youngsters were soon joined by Dave Camlin, Kevin Varnes, Paul Bergstrom and Dale Jenneman.

Varnes took over the lead at the halfway point, as he, Bigelow and Kopp all got by Camlin. Varnes and the USC Racing/Lancaster Harley-Davidson/Dodge Brothers-backed Bigelow pulled away, leaving Kopp, Morgan and Camlin to battle over third. A tiring Camlin dropped off the frantic pace, and Coziahr Harley-Davidson/Buck/Jono's-sponsored Morgan sent Kopp to the truck for the night.

GRAND NATIONAL

The 18-rider, 20-lap Grand National main event was called to the line as midnight approached. At the flash of the green light, Poovey came from the middle of the front row for a short-lived lead. Morehead, starting at the top of the track, blasted around and took a huge lead down the back straight on the first lap.

"Morehead really dropped the hammer right off the bat, and Scotty went with him," Carr said. "I had to deal with Poovey for a couple of laps. I was finally able to get by Terry and run them down."

"Morehead was running real good, and he seemed like he had a pretty good bike," Parker said. "I ran pretty much as fast as I could. I don't know if Chris ran the first four laps as hard as he could, but I was pretty sure we wouldn't have a tire problem."

Morehead led lap one over Parker, Poovey, Coolbeth, King and Carr. By lap two, Carr had worked his way to third, and the lead trio was about to split from the other 15 riders.

A broken swingarm-pivot bolt sidelined Morgan after 10 laps, and Landes made only 11 laps before brake problems ended his race.

Coolbeth was settling into a solid fourth as King broke free from the pack that he had been battling. In the closing laps, King and Coolbeth cut into the leaders' margin, and King got by Coolbeth on lap 18, but Coolbeth was not to be denied his excellent finish.

Also moving up after his disaster was Will Davis. Somehow, Davis had clawed his way into 10th at the end of the first lap, but the rest of his climb to the front would be much slower.

"I was just hung up in traffic," Davis said. "If I could have got off up front and not had to come through that traffic... But I missed it (the shift into second gear). I think I just got too excited. You have to be careful putting it into second, and I think I just got the holeshot and got excited."

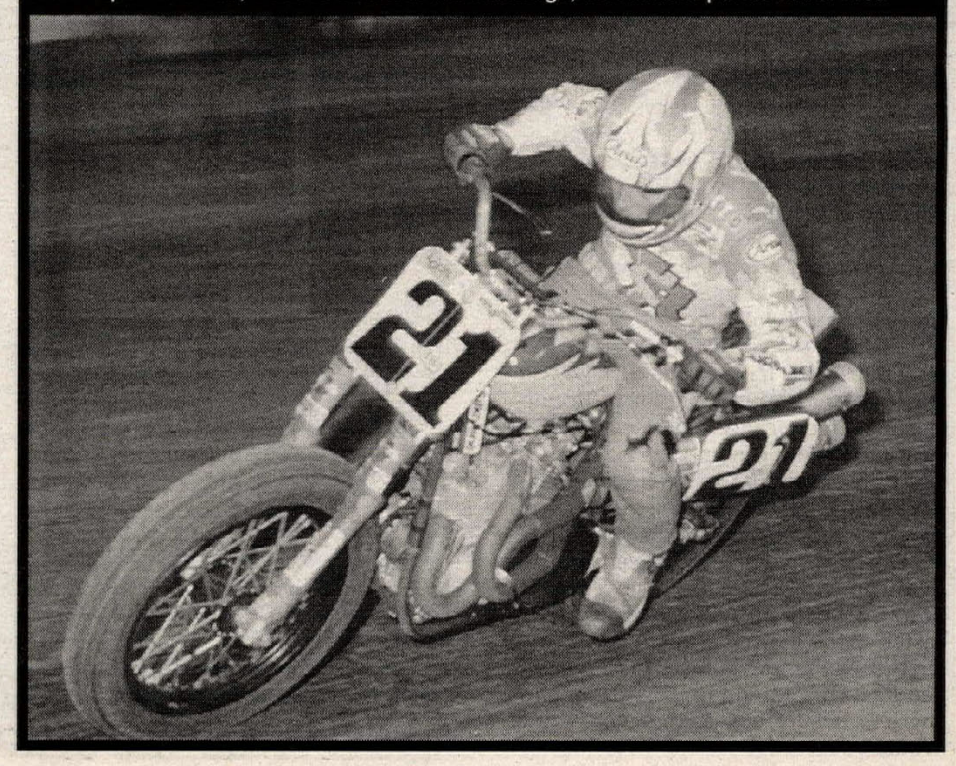
Butler was also on the move.

"We were back in the pack and had to get around a few guys and find a good line. I started going in high and squared the corner off, and came back in," Butler said. "Once I started doing that, that's when I started catching them. We thought we had good tire management, so I started running a little bit higher, chasing that moisture up there. Once I got a couple of those guys back, I just put my head down and started reeling in Rich and the leaders. I was surprised when I saw Scotty and the lead pack; I thought I was further back. We put things together, and we're getting better on this tire-management deal. I just wish we could have run the full 25 laps. Kenny (Mohler) got this bike dialed in tonight. He calls it the 'Thunderbolt.'"

One rider going the other way was Stanley, after running strong in the early stages of the race.

"I started out pretty well and moved up to around seventh," Stanley said. "I ran around there most of the race, only Butler came inside of me once and nailed me pretty good. He hit my arm, and I blew the groove, and that started a chain reaction. I blew the groove a couple of times after that, until I got it back together and started riding better again. The middle of the race was the worst for me. I felt good all night, and the bike was working, too; everything pretty

It could have been worse: Will Davis missed a shift off the line and was swallowed by the pack in turn one. The crafty veteran fought his way back to sixth place before "running out of laps." Even so, Davis is fourth in the standings, a mere nine points out of first.



much clicked. Just had a little bit of midrace blues, but we were right in there, running with the top guys, if I just wouldn't have screwed up."

Varnes was also running midpack.

"I was able to run the outside, and that's where I was able to really gain ground," Varnes said. "It just got faster as the night went on. I hooked up with Bigelow for a little while; then we caught Russell and Stanley there toward the end."

Russell was another rider who faded as the night wore on.

"I started out pretty good, like fifth or sixth, somewhere in there," Russell said. "I wasn't ready for what the track was like, and people started going by me. After a couple of guys went by, I figured out how to ride the track and about that time my brakes went out. The brake rotor actually broke. This isn't the track to no have brakes at. This is my home track, and my favorite track, so I like coming here."

The laps wore down, and the chess game played out. Parker once again proved himself to be the chess master.

"I knew that the two of them would have to go around me on the outside, and I didn't think they could do it," Parker said. "I thought it would be just what happened: One would get by and the other one would have to give up and drop in and try to get a double draft," said Parker. "If both of them had went by, it would have been a little bit tougher to get a double draft, but I had gotten some good drafts off them earlier, so I felt strong if I had to do it."

"I led a lot of the laps where I led coming off turn four," Carr said. "I think it was the classic case of possum tonight. I thought I could hold it on to the end. It didn't happen. I felt like we had a good bike; I just didn't have real sound strategy there at the end."

The race played right into Parker's hands on the last lap.

"I knew it was just the three players," Parker said. "I looked back in turns one and two, and knew I had a gap and was where I wanted to be. I knew no one was going to come up and surprise us and nobody was going to do anything stupid."

Down the back straight on the last lap, Carr took the lead.

"When Chris went by, it was like 'Oh, thank you,'" Parker said. "I think he got a little sideways off four on the last lap. That gave me a little bite, and made it a little bit easier. I'm sure I had him before the penalty line for sure. I think I probably had it by half a bike length at the finish line."

Morehead was a very close and somewhat frustrated third.

"The motorcycle was flawless," Morehead said. "I could hang with them; if one of them had made a mistake, I could have beaten one or the other, one on one. Things have come together, just like I said it would. One on one, I probably could have beaten either one."

Because of a fairgrounds curfew, both the Sportster National and the 600cc Support race were canceled; however, their heat races were run and the riders were paid off according to their qualifying positions. Each of the Sportster qualifiers also received one point in their series.

The first Sportster heat went to Nate Wait on his Modesto Harley-Davidson/Gator Racing Harley. It was the faster of the two races, giving Wait the first-place money. The second heat was red-flagged for a fall in turn one, dooming Jess Roeder to a second, as no time would be recorded for his win.

(Left to right) Carr, Parker and Davis engage in a shooting match on the Sacramento podium.

The 600s were divided into three heats and the wins went to Lonnie Pauley, Jason Tyer and Tim Eades. Bullet Racing/Turbo Blue/Tuff Plates-backed Pauley was credited with fast time and collected the top money. CN

Cal-Expo State Fairgrounds
Sacramento, California
Results: September 26, 1998 (Round 17 of 19)

HEAT 1 (10 laps; 9 riders, top 3 transfer): 1. Steve Morehead (H-D); 2. Chris Carr (H-D); 3. Shaun Russell (H-D); 4. Ronnie Jones (H-D); 5. Gary Rogers (H-D); 6. Chris Evans (H-D); 7. J.R. Schnabel (H-D); 8. Jaime Aguilar (H-D); 9. Mike Inderbitzin (H-D).
Time: 6 min.,12.283 sec.

HEAT 2 (10 laps; 9 riders, top 3 transfer): 1. Will Davis (H-D); 2. Rich King (Hon); 3. Dan Butler (H-D); 4. Brett Landes (H-D); 5. Nicky Hayden (H-D); 6. Lonny Kopp (H-D); 7. Marco Morello (H-D); 8. Jay Springsteen (H-D); 9. Michelle Disalvo (H-D).
Time: No Time - Red Flag

HEAT 3 (10 laps; 9 riders, top 3 transfer): 1. Terry Poovey (Hon); 2. Dan Stanley (H-D); 3. Mike Hale (H-D); 4. Dave Camlin (H-D); 5. Dale Jenneman (H-D); 6. Willie McCoy (H-D); 7. Greg Teague (H-D); 8. Billy Martin (H-D); 9. Brian Kromroy (H-D).
Time: 6 min., 23.466 sec.

HEAT 4 (10 laps; 9 riders, top 3 transfer): 1. Scott Parker (H-D); 2. Ken Coolbeth (H-D); 3. Geo Roeder II (H-D); 4. Paul Morgan III (H-D); 5. Bryan Bigelow (H-D); 6. Joe Kopp (H-D); 7. Kevin Varnes (H-D); 8. Johnny Murphree (H-D); 9. Paul Bergstrom (H-D).
Time: 6 min., 18.941 sec.

SEMI 1 (8 laps; 12 riders, top three transfer): 1. Jay Springsteen (H-D); 2. Ronnie Jones (H-D); 3. Brett Landes (H-D); 4. Nicky Hayden (H-D); 5. Gary Rogers (H-D); 6. Chris Evans (H-D); 7. Lonny Kopp (H-D); 8. J.R. Schnabel (H-D); 9. Marco Morello (H-D); 10. Mike Inderbitzin (H-D); 11. Jaime Aguilar (H-D); 12. Michelle Disalvo (H-D).
Time: 5 min., 04.357 sec.

SEMI 2 (8 laps; 12 riders, top three transfer): 1. Kevin Varnes (H-D); 2. Bryan Bigelow (H-D); 3. Paul Morgan III (H-D); 4. Joe Kopp (H-D); 5. Dave Camlin (H-D); 6. Willie McCoy (H-D); 7. Dale Jenneman (H-D); 8. Paul Bergstrom (H-D); 9. Billy Martin (H-D); 10. Greg Teague (H-D); 11. Johnny Murphree (H-D); 12. Brian Kromroy (H-D).
Time: 5 min., 05.192 sec.

GRAND NATIONAL (20 laps; 18 riders): 1. Scott Parker (H-D); 2. Chris Carr (H-D); 3. Steve Morehead (H-D); 4. Ken Coolbeth Jr. (H-D); 5. Rich King (Hon); 6. Will Davis (H-D); 7. Dan Butler (H-D); 8. Terry Poovey (Hon); 9. Jay Springsteen (H-D); 10. Kevin Varnes (H-D); 11. Dan Stanley (H-D); 12. Shaun Russell (H-D); 13. Bryan Bigelow (H-D); 14. Ronnie Jones (H-D); 15. Geo Roeder II (H-D); 16. Mike Hale (H-D); 17. Brett Landes (H-D); 18. Paul Morgan III (H-D).
Time: 12 min., 27.589 sec.

AMA GRAND NATIONAL CHAMPIONSHIP POINT STANDINGS (After 17 of 19 rounds): 1. Scott Parker (261/6 wins); 2. Chris Carr (256/3); 3. Rich King (253/2) 4. Will Davis (252/4); 5. Steve Morehead (151); 6. Kevin Varnes (138); 7. Jay Springsteen (136); 8. Joe Kopp (135); 9. Bryan Bigelow (119); 10. Dan Butler (112); 11. Ken Coolbeth Jr. (92); 12. Geo Roeder II (88/1); 13. Mike Hacker (87); 14. Nicky Hayden (83); 15. Dan Stanley (80); 16. Brett Landes (77); 17. J.R. Schnabel (59); 18. Dave Camlin (57); 19. Terry Poovey (56); 20. Paul Morgan III (52).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (Round 11 of 13) (paid off as qualified): 1. Nate Wait; 2. Jess Roeder; 3. Brian Kromroy; 4. Gary Rogers; 5. Shaun Russell; 6. Paul Morgan III; 7. Joe Eades; 8. Billy Martin; 9. Paul Bergstrom; 10. Sean Lollar; 11. Donald Paul; 12. Yuhiko Hirao; 13. Tim Eades; 14. Scott Deubler; 15. Michelle Disalvo; 16. Jeff Hiers; 17. Stephanie Welch.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINT STANDINGS (After 11 of 13 rounds): 1. Jess Roeder (176/4 wins); 2. Shaun Russell (139); 3. (TIE) Scott Stump/Gary Rogers (128); 5. Brian Kromroy (105); 6. Mike Hacker (99); 7. Billy Martin (92); 8. Davey Camlin (91/2 wins); 9. Willie McCoy (82); 10. Tim Eades (64); 11. Ryan Brown (56); 12. Alan Eadie (54); 13. Tom McGrane Jr. (53); 14. Paul Bergstrom (46); 15. James Hart (45); 16. John Faulkner II (44); 17. Yuhiko Hirao (39); 18. Paul Morgan III (36); 19. Joe Eades (35/1); 20. (TIE) Bret Beyer (1 win)/Geramy Rackley (33).

Briefly...

Besides collecting the $5370 first-place money, a win for **Scott Parker** was important as the number of wins is the first tie breaker if the series points race should end up tied. Parker now has six wins with two races remaining. Chris Carr has three, Rich King two and Will Davis four. Parker is five points up on Carr and eight on King, and Davis is just nine behind Parker. In 1991, Parker and Carr tied with 225 points, but the title went to Parker and his six wins over Carr's four wins.

Saddlemen/Moroney's Harley-Davidson's **Dave Camlin** returned to action, but he was obviously was still affected by his arm injury. "It's the vibration that bothers me the most," Camlin said. "It's not really pain, but it's like my arm goes numb after a few laps." Camlin just missed making the National with a fourth in his heat and a fifth in his semi.

Michelle Disalvo made her 750cc Grand National debut on a Mitchell's Harley-Davidson of Modesto/Lee Barnes/Mom & Dad-backed Harley. Mechanical problems slowed her night, as she failed to finish her heat and came home 12th in her semi.

Johnny Murphree, the 1997 AMA Grand National Rookie of the Year, has landed a new ride for the remainder of 1998 and all of 1999. Murphree will be teamed with 1995 Rookie of the Year **Paul Morgan III** on the Coziahr Harley-Davidson/Buck/DeMay Racing/Andress Tractor Service/PIC Manufacturing Harley. On his first night out, Murphree struggled home with an eighth in his heat and an 11th in his semi.

Dale Jenneman ended last season with a big crash on the Cal-Expo front straight. Since then, Jenneman has been rehabbing with the aid of a sports chiropractor, and he wants to thank Dr. J.J. Heavilin for getting him back up to speed. Jenneman has qualified for two Nationals this year, but a fifth in his heat and a seventh in his semi left him out tonight.

Leading Rookie of the Year candidate **Bryan Bigelow** came home a somewhat disappointing 13th at Sacramento. "I've had better, but I've had worse," Bigelow said. "Well, it was better than Springfield - that's pretty much the best I can put it. Once you start in the back, I have a hard time playing catch-up on the miles. It gets real tight there the first few laps, and I have a really hard time charging in a big pack like that. It was a lot better after the rain. There were a few more lines out there. Once I started on the third row, and I was behind, that was pretty hard to catch up for me. The last few laps I totally lost my tire - it was completely bald. I was gaining, gaining, gaining, then the last few laps I was almost crashing, crashing, crashing. I felt like this one was going to be our toughest out here, and we got away with a few points and only two more left. I can't wait."

Will Davis was showing himself little mercy after the race. "I know five more laps would have really helped," Davis said. "I was passing guys at the start/finish line, and I was getting through the corners good enough. I think I could have picked up the draft off Morehead and those guys. Not to say I could have passed them - five more (laps) would have helped - but I knew there was 20 going in, so that ain't what hurt. Missing second gear, that's what killed me. I know I'm still only nine points out of first, that's not what I'm disappointed about. Earlier, I was 53 points out and made that up. I'm not as disgusted about the nine points as I am about this motorcycle race. I was fast enough to win the Sacramento Mile, and that was our game plan coming in here to start with. I blew it. We were fast enough. That's consolation, I guess. I just hate when I do that to myself, right at the starting line, something dumb like that. It's hard to deal with."

Coming into Sacramento, **Will Davis** and **Rich King** were tied for the lead in points, but neither left satisfied with his performance. "I was getting through three and four really good," King said. "We were quick in practice, but the track kind of changed as the day went on. We were hoping to fare a little bit better today. I'm not really disappointed, but I'm a little bit disappointed, I guess. This time of year you have big expectations, and we need to step it up a little."

Chouinard sweeps

By Henny Ray Abrams

LOUDON, NH, SEPT. 27

The AMA's Horizon Award, a prize given to the most outstanding rider at the second annual AMA Grand National Championships at New Hampshire International Speedway, was meant to be a closely guarded secret. It was a secret ballot and the results weren't meant to be known until they were announced. The only problem was that New England Performance's Charles Chouinard took all the suspense out of it with a completely dominating weekend on the tight Loudon track.

Riding a pair of motorcycles, a Suzuki GSX-R750 and a Kawasaki ZX-7, Chouinard took four wins on Sunday, all in commanding fashion, to easily sew up the best-rider title among the 896 entries. He would've had five wins, but he pitted while leading an endurance race on Saturday to work on his suspension - and still finished third. The changes paid off. Chouinard lapped the Loudon circuit in the 1:15 range, the fastest he's ever gone around the 12-turn track.

"We had a real good weekend," Chouinard said after ending his day with a win in the Expert Unlimited Grand Prix. "Everything came together and I couldn't ask for a better weekend - four races and four wins."

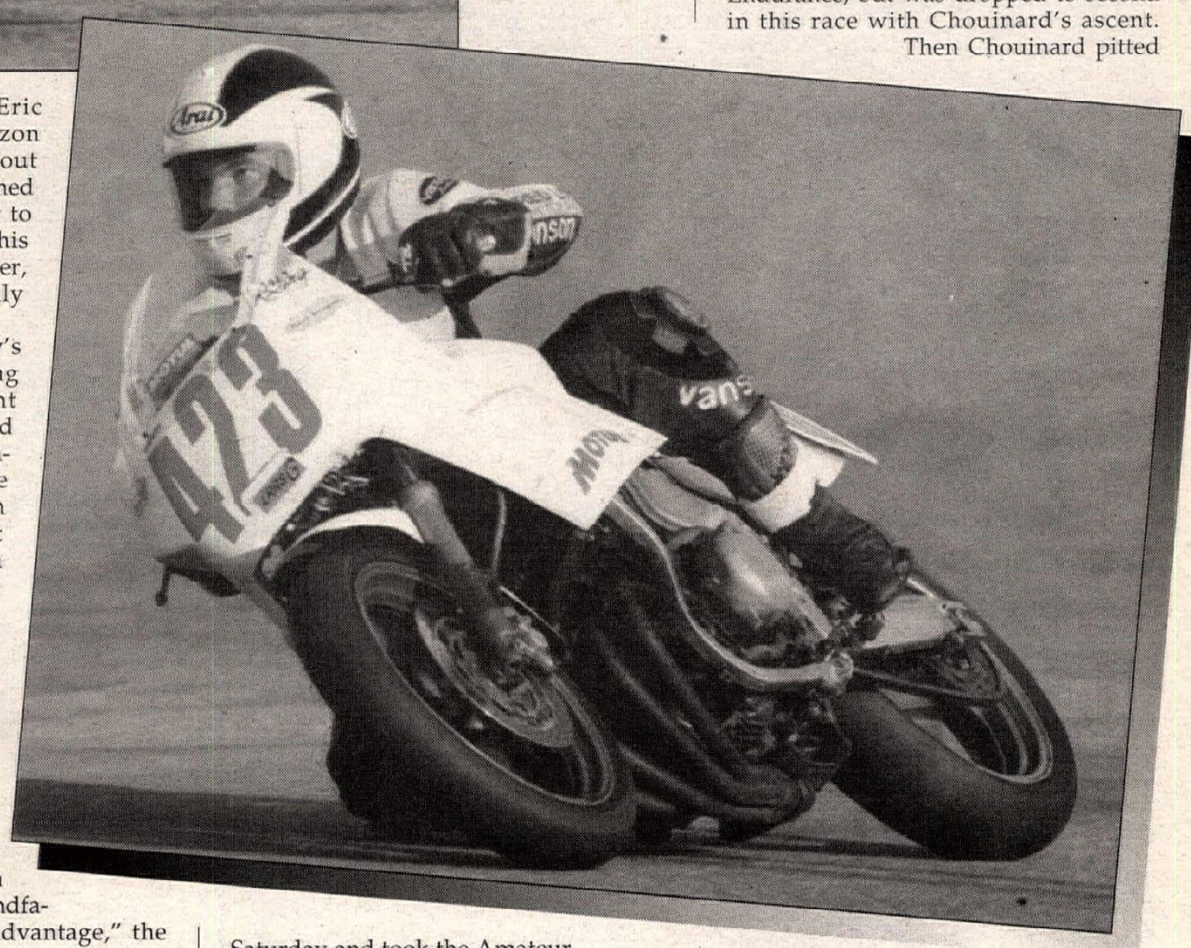
Chouinard began by riding his Suzuki to a 19-second win in the Expert Heavyweight Superbike race. Switching to the Kawasaki, he won the Expert Unlimited Superbike, again by 19 seconds. Then came a 12-second win aboard the Suzuki in the Expert Heavyweight Supersport race. He ended the day by winning the Expert Unlimited Grand Prix race by 23 seconds aboard his Kawasaki.

"My Suzuki was already figured out and we just pretty much worked on the superbike all weekend to try to make the thing handle," Chouinard said of the back-and-forth bike switching. "It had plenty of motor, but we struggled with trying to find the setup with the rake and trail, but we got it. We got into 15s, which was the fastest we've gone here. It would lose traction on the exit and stuff and midcorner, too; it just wasn't planted very well - lot of skating around and stuff. We started working on it on Friday and then a little bit of work on it yesterday. Pretty much, we had to use one of the races yesterday as a test session. Changing different springs and stuff. Today we tried a few other things and it clicked at the end."

His best times came in the Expert

(Above) Charles Chouinard poses with the Horizon Award - his prize for being the most successful racer at the AMA Grand Championships, held at New Hampshire International Speedway.
(Left) Chouinard leads John Scheehser en route to one of his four victories on the weekend.

(Left) This was the view the competition saw of Thomas Fournier in the Expert Supertwins clsss. (Below) Kevin Link won the Amateur Lightweight Superbike class on his Yamaha.



Unlimited Grand Prix, a 1:15.9 on the third lap, which he followed with a 1:15.82 and a slew of low 16s.

"The game plan was to try and get good starts, which luckily I did, and just put my head down and run hard for a couple of laps and gap them," he explained, "and then, basically, put it on cruise and keep checking the board and checking behind me to see if anyone was gaining."

The only rider to have a shot at challenging Chouinard for top-rider status was Texan John Haner. He faced off against Chouinard in a number of races, coming up short every time. It didn't stop him from winning a few races, though, in his second trip to Loudon.

He began with a win in the first race on Saturday, the Expert Middleweight Endurance race, which he took on his Suzuki GSX-R600. Then he jumped on his Suzuki GSX-R750 for a narrow win in the Expert Heavyweight Endurance race. After that, he'd be the bridesmaid, finishing second four times, mixing a win in the middle of the run, with his final victory coming in the Expert Middleweight Supersport race.

His first runner-up finish was to Yamaha TZ250-mounted Jeff Wood in Sunday's opening race, the Expert Middleweight Grand Prix. Then began the string of seconds to Chouinard, the first in Expert Heavyweight Superbike race. Two races later, he chased Chouinard in the Expert Unlimited Superbike race. Another two races after his final win, Haner followed Chouinard home in the Expert Heavyweight Supersport.

"I'm really glad that Chuck did so well today," Haner said. "He really deserves it. I ended up with three wins and four seconds and can't complain. I still have one race left to try to get me another win underneath the belt, but it's going to be tough, because I'm going to be starting back there on the third row again and all these fast guys are going to be up front. I'm starting to get pretty tired. I've had five races today and had three yesterday, and rode here Friday and Thursday and it's just starting to take its toll."

Haner opted out of the final showdown in the Expert Unlimited Grand Prix due to exhaustion.

No other rider won more than two races, though the Wood family took a collective four. With Eric Wood, last year's Horizon Award winner, sitting out the races after being named the AMA's ambassador to the meet, it was up to his brother Jeff and his father, Jerry, to carry the family name.

Jeff began the family's winning ways by taking the Expert Lightweight Grand Prix class aboard his Yamaha TZ250. Sunday started well for the clan. Jeff took the win in the Expert Middleweight Grand Prix, then watched his father take the next race, riding his Ducati Supermono to win the Expert Lightweight Superbike race. Jerry Wood would take his other victory in the Expert Heavyweight Thunderbike.

"It's a little one-cylinder; it's pretty easy to ride, and when you're a 51-year-old grandfather, you need a little advantage," the Penguin Road Racing School owner said, "so having a motorcycle that doesn't fight you around here sure does help."

Jeff Wood also felt that he had a machine advantage.

"This track is a lot of corner speed, and that's what this bike has," he said. "If I get a little motor on it, we'll know how good."

Among the Experts, Thomas Fournier and Rich were both two-time winners. Fournier rode a pair of Ducatis to wins in Saturday's Expert Unlimited Supertwins and Expert Lightweight Supertwins races. He also finished third in the Expert Heavyweight Superbike race. Rich Neenan rode his Honda RS125 to wins in the Expert Lightweight Endurance and Expert Singles races.

Kevin Link and Darian Polach both won a pair of Amateur races, Link riding his Yamaha FZR400 to the top of the Amateur Lightweight Superbike and Amateur Lightweight Endurance races. Polach won the Amateur Middleweight Grand Prix on his Suzuki GSX-R600 on Saturday and took the Amateur Middleweight Supersport class on Sunday. He also took a third in the Amateur Heavyweight Supersport. Mario Martin rode his Hooters' Suzuki to wins in the Amateur Heavyweight Endurance and Amateur Heavyweight Superbike races, but he was disqualified from that win.

The AMA Grand Championship Finale was combined with round eight of the nine-round Loudon Road Race Series. All of the races were AMA Grand Championship races, with the exception of the Junior classes. The AMA marked six of Sunday's 12 races as Premier classes, and the races went for 12 laps instead of eight, as in all of the other sprints. There were also 30-minute endurance races both days, a few of the ones on Saturday afternoon being shortened to 20 minutes due to impending darkness.

This was the second annual AMA Grand Championship Finale and the rules of eligibility were better-spelled-out than last year. Rather than state who can race, the rules state who can't. The rules now stipulate that you can't race if you've finished in the top 10 of any AMA Superbike race in the past 10 years, if you've finished on the podium in any AMA Pro 250cc or 600cc or 750cc Supersport race, or if you've won an AMA Pro Thunder (old Harley 883 Supertwins) or Formula Xtreme race. The final rule says that the "AMA reserves the right to refuse an entry to any rider who would hurt the competitive balance of the Grand Championship."

Chouinard fit the rules, though not by choice. He began the season chasing AMA titles, but his traveling partner was hurt early in the season and the cost of doing the circuit alone became prohibitive. So Chouinard has been concentrating his racing efforts in New England, and it paid off. It did so again this weekend.

Early on Saturday afternoon, Chouinard blew by John Haner to take the lead in the 30-minute Expert Heavyweight Endurance race. Haner had taken a six-second win in the first race of the day, the Expert Middleweight Endurance, but was dropped to second in this race with Chouinard's ascent.

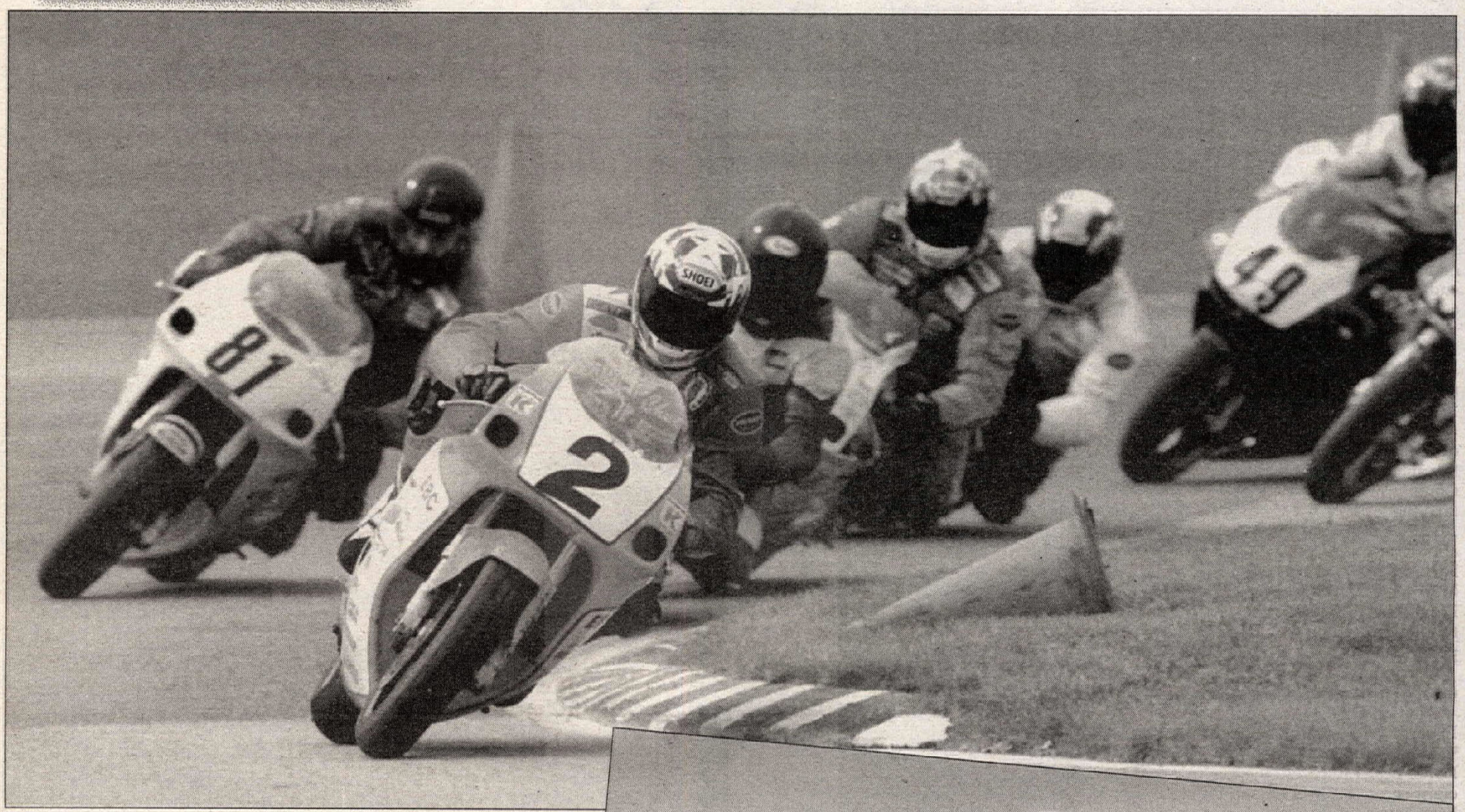
Then Chouinard pitted on the ninth of what would be 22 laps, and adjusted his suspension. He rejoined the race after losing 11 spots but quickly worked his way back to third, about 30 seconds behind the leaders, Haner and Des Conboy, who fought to the flag, with Haner just getting the victory.

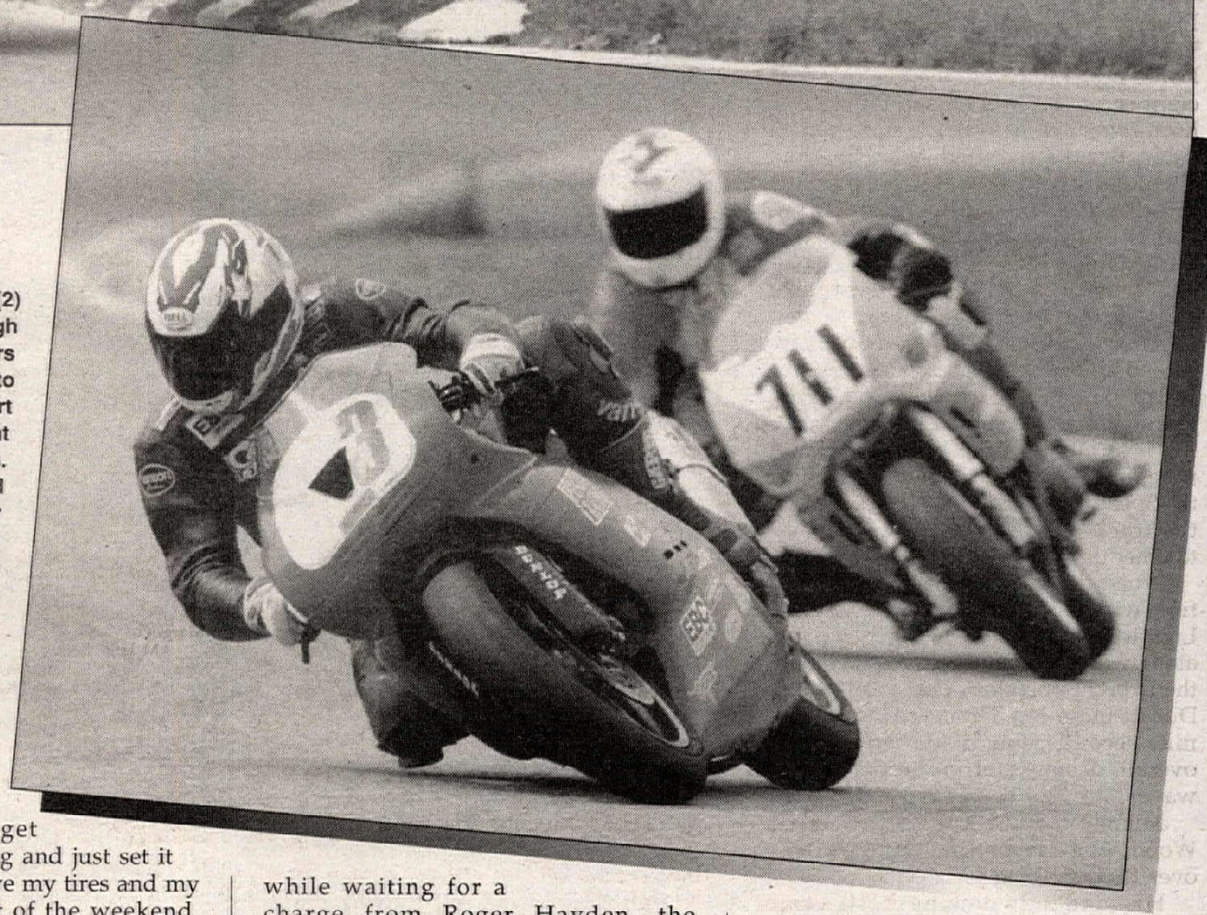
Haner came out on the short end in his next meeting with Chouinard, the Expert Heavyweight Superbike being their venue. Haner got the jump, Chouinard took the lead, and that was that.

Halfway in, Chouinard had 7.6 seconds and he had more than doubled it at the flag. Haner was next, followed by Thomas Fournier.

"I was running him down a little bit, but there wasn't enough time," lamented Fournier.

"It's not the way I kind of planned it," Haner said. "I wanted to have two wins by this point, but it's not working out like that. Chuck (Chouinard) rode a really good race and I just didn't have





(Above) Chouinard (2) leads the pack through the first set of corners at Loudon en route to winning the Expert Heavyweight Supersport class. (Right) Jerry Wood holds off Brett Guyer in the Expert Lightweight Superbike class.

anything for him that particular race. (I've got to) kind of save my energy; I've got four more left today and (let's) just see if I got something else in one of the other races for him."

Haner wasn't willing to put it down to Chouinard's machine superiority.

"No, it has nothing to do with motor," he admitted. "He was just riding real well. My bike is just as fast as Chuck's is; he was just a better rider in that particular race, and now I'll see if I've got anything for him later on this afternoon."

"That's pretty much how we planned it: Charge real hard at the start and gap these guys and just put it on cruise and save the engine," Chouinard said.

There was plenty of motor in the Expert Unlimited Superbike race, but it was Kawasaki power this time, Chouinard having switched from the Suzuki he rode to victory earlier in the day. The result was no different. Chouinard charged to the front on the third of 12 laps, with Haner moving up to second by the fourth lap and Chouinard holding better than seven seconds at the midpoint.

Again, he would more than double it, winning by 19 seconds after 19.2 miles of racing.

"Chuck knows this track really, really well, and my hat's off to him," Haner said. "He is riding extremely well. John Scheehser over there (who failed to finish after running into transmission problems early on), he was riding extremely well, too. He was going to give Chuck a run for his money until he had a problem. I'm going to make sure that Chuck doesn't get a clean sweep this weekend. I made some adjustments to the bike and it worked out pretty well. We'll see. Chuck was running extremely fast and I was just doing my best just to keep him in sight."

"That's the plan," Chouinard said of his disappearing act, which he ran at lap times in the 1:16 range, his best a 1:15.96. "Try and get away at the beginning and just set it on cruise and conserve my tires and my strength for the rest of the weekend. We've got two more big ones to go here. That was going, but I think there's some more in there. Mid-15s will be even better. New England Performance - they're a local company right in New Hampshire here - they build a killer bike. We're struggling a little bit on the handling and that's what we're working on now, but it's got plenty of motor. That's the game plan and we're just going to keep on plugging along, take a little break now and relax, and we've got two more big ones this afternoon."

He nailed down the first one in race 10, the Expert Heavyweight Supersport class. Nothing changed: holeshot, big lead, win. The margin was 12 seconds, though it had been 8.5 at the crossed flags. Haner chased again and had Richard Doucette trying to run him down, finishing about 2.6 seconds back, while waiting for a charge from Roger Hayden, the youngest of the racing Hayden brothers, who finished fourth.

"I looked over my shoulder," Doucette said. "I was still a little hurt from the 600 crash and I kept seeing him coming; I was waiting for him. I was just trying to hold on and finish the race."

Doucette, like the top six finishers, rode a Suzuki GSX-R750.

"The start was real critical," Haner said. "Chuck had a really good start. I started back there on the third row, but Chuck had a good start and got that lead and just took off. I had nothing for him."

The win helped move Chouinard up in the points chase for the LRRS title with one race remaining, next weekend.

"We missed the first couple of rounds chasing AMA stuff, but we've hit the last half of the season here and we're in the hunt for a few of the points," he said.

The last race of the day was the Unlimited Grand Prix, a Dash For Cash race with a $2200 purse which was co-sponsored by Moto Race, the Michelin distributor, and Brett Metzger Motorsports.

Chouinard took the top prize of $500 for winning the race, but Jeffrey Wood, 23 seconds back in second on his Yamaha TZ250 to Chouinard's Kawasaki Superbike, earned $400. Third, about nine seconds behind Wood, was Des Conboy on his R-1 Yamaha.

"Chuck rode a great race," Wood said. "He finally got in the 15s on that bike (Chouinard's best time was a 1:15.82.) He rode a wicked-hot race. I lost my brakes in the first laps. I don't think it would've mattered."

"I just tried to put in a couple of hard laps," Chouinard said. "I watched my pit board, looked over my shoulder a couple of times, then put it on cruise."

Chouinard thanked his sponsor, New England Performance, and Chuck Giachetta, who built his motors.

Free of Chouinard, Haner had a better day. He led all the way in the first race of the weekend, the 30-minute Expert Middleweight Endurance, stretching his lead to more than 12 seconds at one point before slowing at the end to finish with a secure six-second cushion.

Craig Babcock, who chased Haner's Suzuki on his Honda CBR600, sat up and saw Jim Lester close to within about three bike lengths.

In the 30-minute Expert Heavyweight Endurance contest, Haner took over the lead when Chouinard pitted, but successfully stayed in front of Des Conboy most of the way. Conboy did take the lead with a strong pass in turn 10 on the 17th of 22 laps, holding it for about two laps before Haner took it back by diving under Conboy in the looping left-hand carousel turn six. From there they were never more than a few lengths apart, but Haner held the point to the flag.

Chouinard raced back to third, taking the spot on the 18th lap.

Haner's final win came in Sunday's Expert Middleweight Supersport class. Taking the lead on the second of 12 laps, Haner beat Hayden to the line by about eight seconds. Both were Suzuki GSX-R600 mounted, as was the third-placed rider, Brent Campbell, who finished about six seconds back. Campbell was impressed at how quickly the Texan Haner and the Kentuckian Hayden learned the track.

"These guys came in and they caught on to the track real fast," he said.

After beating Haner by about three seconds in the first race of the day, the 12-lap Expert Middleweight Grand Prix, Jeffrey Wood had similar feelings.

"It's unbelievable how fast Haner was going," he said. "I was just telling the Speedvision guys, the kid picked up the track like that, and he was a lot tougher than I expected."

Wood didn't have a hard time in his first win, Saturday's eight lap Expert Lightweight Grand Prix, which was run along with three other classes, including the Expert Supertwin. That race went to Ducati-mounted Thomas Fournier by nine seconds, but Wood was second overall, despite starting in the second wave.

Mixing it up with the bigger bikes, Wood won his class by nine seconds over Thomas Dinardo.

His dad's two wins both came aboard his Ducati Supermono 570. The first was in the Expert Lightweight Superbike and he was quickly away, looking like he'd disappear. Four laps into the eight-lap race, he had over two seconds on the Yamaha FZR400 of Brett Guyer, but Guyer wasn't conceding and reeled Wood back in in traffic. With two laps to go, Guyer was in his shadow but couldn't make the pass and had to settle for second, less than a second back. Vahan Buchakjian put his Ducati 750 SS into third.

Four races later, Wood was back, and this time he wouldn't be challenged. In the Expert Heavyweight Thunderbike class, Wood put his much smaller machine up against the larger twins of the rest of the field and blew them away. The fight was for second, and it went down to the final laps, Bob Robbins sticking his Ducati 989 SS into the spot with less than three laps to go, dropping Douglas Cook to third.

"I was going for it," Cook said after finishing third.

Robbins, one of the older riders in the championships, said his age might have worked in his favor.

"I figured the guys would see me and they say, 'Oh, there's the old guy,' and let him go by. I think it worked to my advantage this weekend. I hope so, but I'm pretty sure that wrapped up the (LRRS) Heavyweight Sportsman Championship." CN

John Haner (2) leads eventual winner Jeff Wood (9) in the Expert Middleweight Grand Prix. Wood and his father, Jerry, each came away with wins at Loudon. Jeff's brother Eric Wood, last year's Horizon Award winner, served as the AMA's ambassador to the event.

New Hampshire International Speedway
Loudon, New Hampshire
Results: September 27, 1998

EX M/W ENDUR: 1. John Haner (Suz); 2. Craig Babcock (Hon); 3. Jim Lester (Hon); 4. John Salemi (Kaw); 5. Michael Gallagher (Kaw).
Time: 33 min.
Distance: 23 laps, 46.8 miles
Margin of victory: 6 sec.

AM H/W S/SPT: 1. Brandon Bashore (Suz); 2. James Williams (Suz); 3. Darian Polach (Suz); 4. Daniel Mousseau (Kaw); 5. Wayne Willette (Hon).
Time: 11 min., 46 sec.
Distance: Eight laps, 12.8 miles
Margin of victory: 2 sec.

EX H/W ENDUR: 1. John Haner (Suz); 2. Des Conboy (Yam); 3. Charles Chouinard (Suz); 4. Tim Samson (Hon); 5. Aaron Spettel (Suz).
Time: 31 min., 3 sec.
Distance: 22 laps, 35.2 miles

EX L/W ENDUR: 1. Rich Neenan (Hon); 2. Bob Robbins (Duc); 3. Stephen Scott (Hon); 4. Rodney Helsens (Hon); 5. Francis Reed (Yam).
Time: 31 min., 34 sec.
Distance: 22 laps, 35.2 miles
Margin of victory: 31 sec.

AM M/W S/BK: 1. James Williams (Suz); 2. Daniel Mousseau (Kaw); 3. Paul McGrath (Suz); 4. Dale Seaton (Hon); 5. Paul Irvine (Hon).
Time: 11 min., 3 sec.
Distance: 8 laps, 12.4 miles
Margin of victory: 8 sec.

AM L/W THUNDERBK: 1. Peter Feller (Kaw); 2. John Caputo Jr. (Kaw); 3. Kevin Kennedy (MZ); 4. Frank Gerhard (Kaw); 5. Roger Williams (Suz).
Time: 13 min., 11 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 2 sec.

EX U/L S/SPT: 1. John Scheehser (Yam); 2. Richard Doucette (Suz); 3. Jim Fassino (Suz); 4. Michael Martire (Kaw); 5. John Lounsbury (Suz).
Time: 12 min., 31 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 8 sec.

EX M/W S/BK: 1. Craig Babcock (Hon); 2. Roger Hayden (Suz); 3. Brent Campbell (Suz); 4. Jim Lester (Hon); 5. Roland Williams (Suz).
Time: 12 min., 50 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 1 sec.

AM L/W S/BK: 1. Kevin Link (Yam); 2. Bruce Ullerup (Yam); 3. Peter Feller (Kaw); 4. Thomas Eckfeldt (Duc); 5. Ted Temple (Yam).
Time: 13 min., 23 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 1 sec.

AM SR S/SPT: 1. John Rutherford (Duc); 2. David Knox (Kaw); 3. John Carson (Yam); 4. Paul Hanson (MZ); 5. Guy Smith (Bue).
Time: 14 min., 10 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 28 sec.

AM PROD TW: 1. Branch Worsham (Kaw); 2. Patrick Hardy (Kaw); 3. Matthew Lai (Kaw); 4. Frank Gerhard (Kaw); 5. Joshua West (Kaw).
Time: 14 min., 10 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 1 sec.

EX U/L S/TW: 1. Thomas Fournier (Duc); 2. Timothy Kisielski (Suz); 3. Douglas Cook (Duc); 4. David Bloom (Duc); 5. Bob Robbins (Duc).
Time: 12 min., 7 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 9 sec.

EX L/W GP: 1. Jeffrey Wood (Yam); 2. Thomas Dinardo (Yam); 3. Chris Reynolds (Yam); 4. Rich Neenan (Hon); 5. Jerry Wood (Yam)
Time: 12 min., 14 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 9 sec.

AM L/W GP: 1. Scott Moxey (Yam); 2. Russell Tusa; 3. Kevin Link (Yam); 4. Bruce Ullerup (Yam); 5. Joseph Bilinski (Hon).
Time: 13 min., 31 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 16 sec.

AM H/W THUNDERBK: 1. Don Motley (Bue); 2. Jim Lafrance (Hon); 3. Rich Becker (Suz); 4. Mark Rozema (Hon); 5. Michael Young (Suz).
Time: 14 min., 48 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 1 sec.

EX L/W S/TW: 1. Thomas Fournier (Duc); 2. Vahan Buchakjian (Duc); 3. Bob Robbins (Duc); 4. Douglas Cook (Duc); 5. Freddy Maruca (Duc).
Time: 13 min., 3 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 1 sec.

EX SR S/SPT: 1. Jim Fassino (Suz); 2. Buzz Povall (Hon); 3. Robert England (Suz); 4. Raymond Swenton (Duc); 5. Michael Ohlstein (Hon).
Time: 12 min., 55 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 9 sec.

AM H/W ENDUR: 1. Mario Martin (Suz); 2. Scott Moxey (Yam); 3. Brandon Bashore (Suz); 4. Nick Yoskin (Suz); 5. Kennard Little (Kaw).
Time: 21 min., 23 sec.
Distance: 15 laps, 24 miles
Margin of victory: 8 sec.

AM L/W ENDUR: 1. Kevin Link (Yam); 2. Scott Aikenburgh (Yam); 3. Frank Cupo (Yam); 4. Ted Temple (Yam); 5. Robert Demetrius (Kaw).
Time: 21 min., 49 sec.
Distance: 14 laps, 22.4 miles
Margin of victory: 19 sec.

EX SGL: 1. Rich Neenan (Hon); 2. Rodney Helsens (Hon); 3. John Kabacinski (Hon); 4. Michael Clark (Hon); 5. James Smith (MZ).
Time: 12 min., 22 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 4 sec.

AM SGL: 1. Philip Turkington (Hon); 2. Richard Demetrius (Hon); 3. Ethan Grossman (Hon); 4. Kevin Kennedy (MZ); 5. Dano Meisner (Hon).
Time: 13 min., 16 sec.
Distance: 8 laps, 12.8 miles

AM U/L S/TW: 1. Zachary Hewson (Duc); 2. John Rutherford (Duc); 3. Joseph Ciampi (Duc); 4. Richard Yersak (Duc); 5. Grant Guilbeault (Duc).
Time: 13 min., 44 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 13 sec.

AM M/W GP: 1. Darian Polach (Suz); 2. James Williams (Suz); 3. Daniel Mousseau (Kaw); 4. Dale Seaton (Hon); 5. Arti Hansen (Kaw).
Time: 13 min., 8 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 9 sec.

EX M/W GP: 1. Jeff Wood (Yam); 2. John Haner (Suz); 3. Craig Babcock (Hon); 4. Jim Lester (Hon); 5. Matthew Silva (Hon).
Time: 17 min., 52 sec.
Distance: 12 laps, 19.2 miles
Margin of victory: 3 sec.

EX L/W S/BK: 1. Jerry Wood (Duc); 2. Brett Guyer (Yam); 3. Vahan Buchakjian (Duc); 4. Bob Robbins (Duc); 5. Stephen Scott (Hon).
Time: 12 min., 48 sec.
Distance: 8 laps, 12.8 miles

EX PROD TW: 1. Robert Benoit (Kaw); 2. Douglas Scheer (Kaw); 3. Bob Perkins (Kaw); 4. Kendell Edwards (Kaw); 5. Jason Rice (Kaw).
Time: 13 min., 47 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 8 sec.

EX H/W S/BK: 1. Charles Chouinard (Suz); 2. John Haner (Suz); 3. Thomas Fournier (Duc); 4. Michael Calderon (Suz); 5. Stephen Cooke (Duc).
Time: 17 min., 17 sec.
Distance: 12 laps, 19.2 miles
Margin of victory: 19 sec.

AM M/W S/SPT: 1. Darian Polach (Suz); 2. James Williams (Suz); 3. Mark Cusson (Hon); 4. Dale Seaton (Hon); 5. Paul Dalzell (Yam).
Time: 12 min., 49 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 7 sec.

AM L/W S/TW: 1. Joseph Ciampi (Duc); 2. Richard Yersak (Duc); 3. Peter Feller (Kaw); 4. Thomas Eckfeldt (Duc); 5. Mark Rozema (Hon).
Time: 13 min., 52 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 1 sec.

U/L S/BK: 1. Charles Chouinard (Kaw); 2. John Haner (Suz); 3. Des Conboy (Yam); 4. Richard Doucette (Suz); 5. Shane Gonyea (Suz).
Time: 17 min., 15 sec.
Distance: 12 laps, 19.2 miles
Margin of victory: 19 sec.

H/W THUNDERBK: 1. Jerry Wood (Duc); 2. Bob Robbins (Duc); 3. Douglas Cook (Duc); 4. Joseph Dimuccio (Duc); 5. Brian Gregory (Hon).
Time: 17 min., 55 sec.
Distance: 12 laps, 19.2 miles
Margin of victory: 6 sec.

AM M/W ENDUR: 1. Dale Seaton (Hon); 2. Paul McGrath (Suz); 3. Larry Graffam (Hon); 4. Paul Luevano (Hon); 5. Thomas Novelli Jr. (Kaw).
Time: 31 min., 34 sec.
Distance: 8 laps, 12.8 miles

EX M/W S/SPT: 1. John Haner (Suz); 2. Roger Hayden (Suz); 3. Brent Campbell (Suz); 4. Matthew Silva (Hon); 5. Peter Douvris (Suz).
Time: 17 min., 30 sec.
Distance: 12 laps, 19.2 miles
Margin of victory: 8 sec.

AM H/W S/BK: 1. Nick Yoskin (Suz); 2. Kennard Little (Kaw); 3. Robert Goudy (Suz); 4. Eric Dineen (Kaw); 5. Brian Cushing (Hon).
Time: 10 min., 5 sec.
Distance: 6 laps, 9.6 miles
Margin of victory: 10 sec.

AM L/W S/SPT: 1. Bruce Ullerup (Yam); 2. Kevin Link (Yam); 3. Jeremy Leblanc (Yam); 4. Frank Cupo (Yam); 5. Robert Demetrius (Yam).
Time: 13 min., 41 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 5 sec.

EX H/W S/SPT: 1. Charles Chouinard (Suz); 2. John Haner (Suz); 3. Richard Doucette (Suz); 4. Roger Hayden (Suz); 5. Brent Campbell (Suz).
Time: 17 min., 34 sec.
Distance: 12 laps, 19.2 miles
Margin of victory: 12 sec.

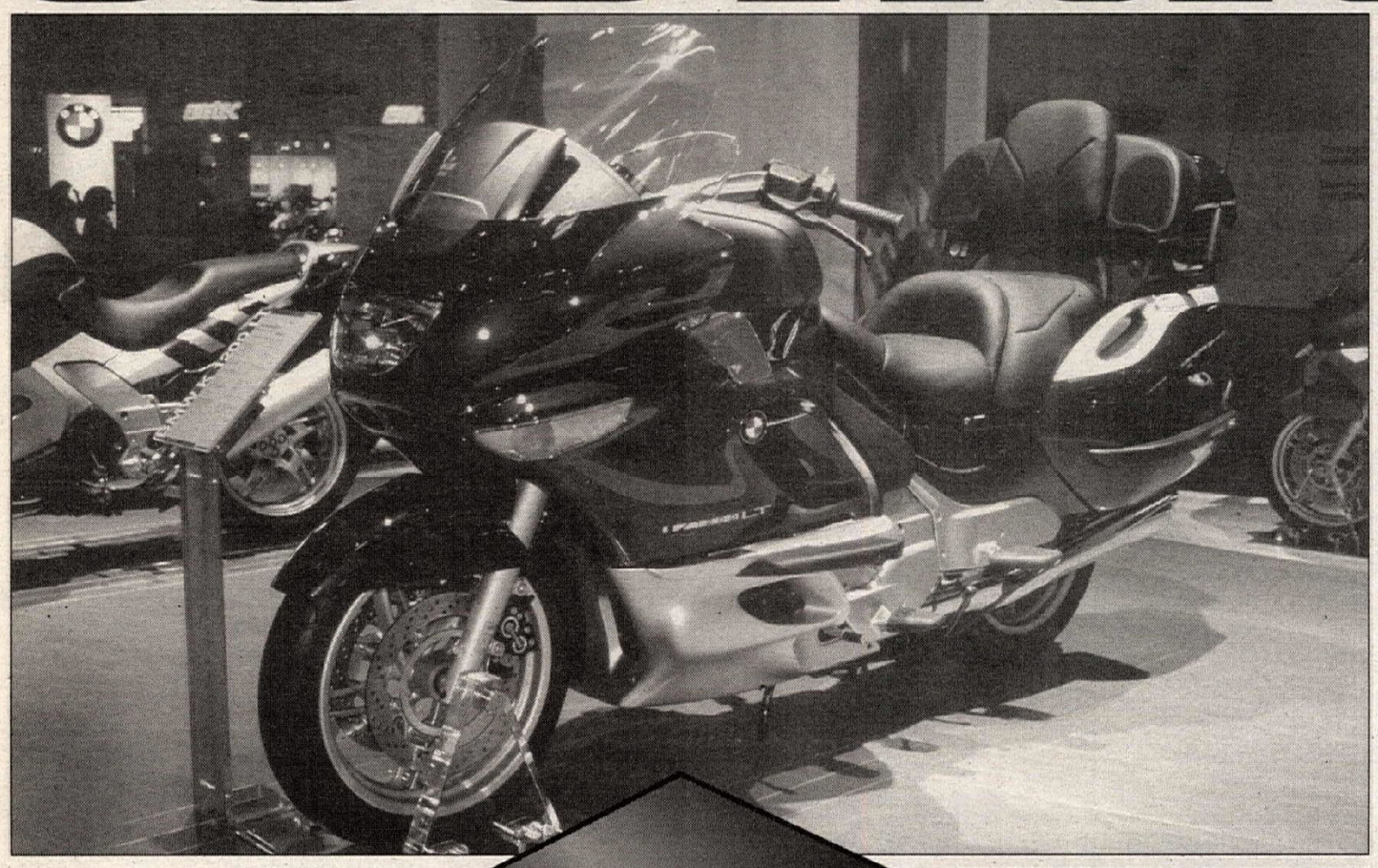
EX L/W S/SPT: 1. Francis Reed (Yam); 2. John Donald (Yam); 3. Charles Sandoz (Lav); 4. Rick Patrolia (Hon); 5. Anthony Pagliaroli (Yam).
Time: 13 min., 3 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 11 sec.

EX L/W THUNDERBK: 1. Douglas Cook (Duc); 2. Steve Scott; 3. John Aksel (Duc); 4. James Callahan (Duc); 5. Ronald Taylor (Kaw).
Time: 12 min., 27 sec.
Distance: 8 laps, 12.8 miles
Margin of victory: 11 sec.

EX U/L GP: 1. Charles Chouinard (Kaw); 2. Jeff Wood (Yam); 3. Des Conboy (Yam); 4. Brent Campbell (Suz); 5. Tim Samson (Hon).
Time: 16 min., 56 sec.
Distance: 12 laps, 19.2 miles
Margin of victory: 23 sec.

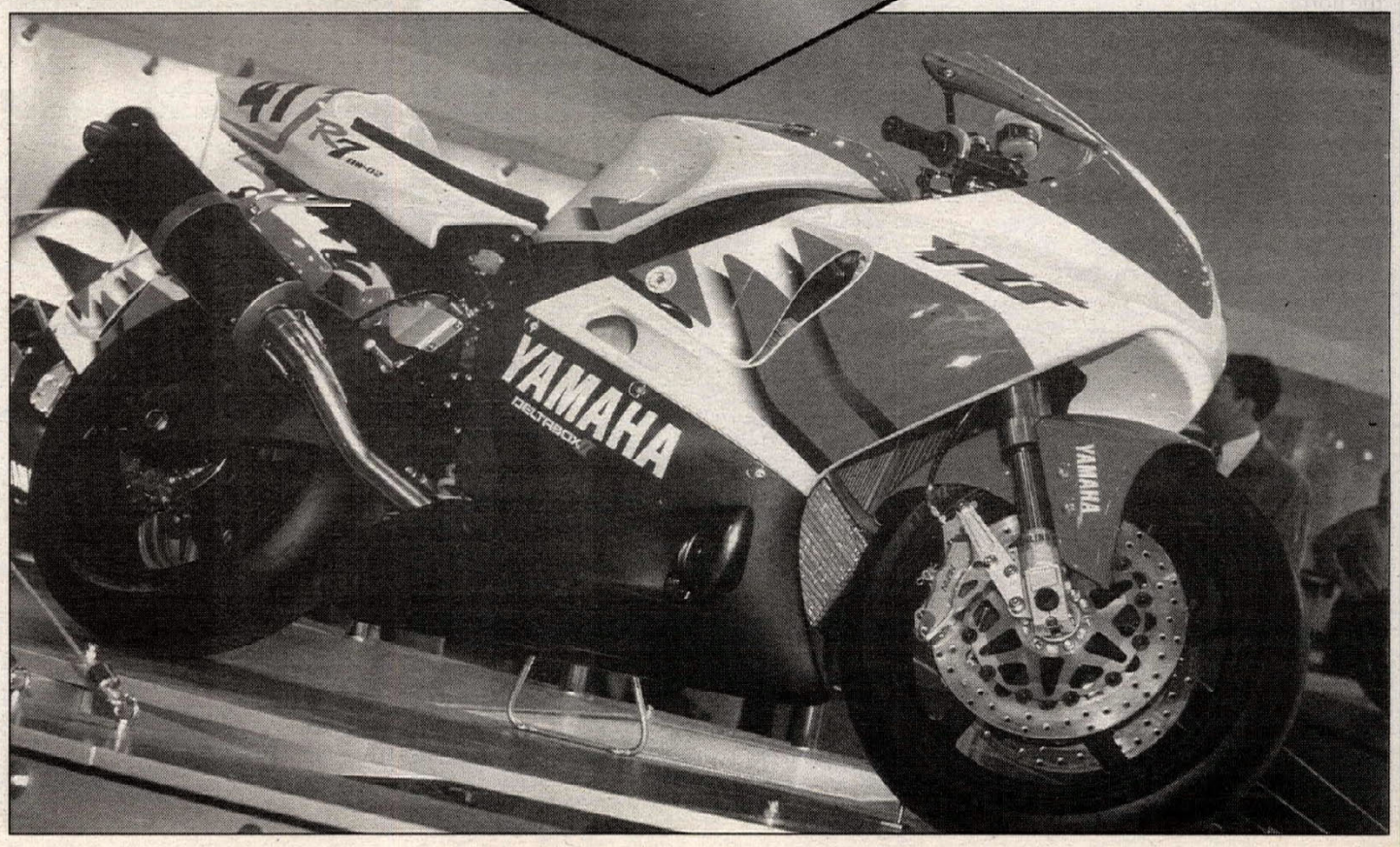
New Munich Trade Fair Center

Wunder



BMW waited for the Intermot show in Munich, Germany, to cut loose its 1999 K1200LT luxury tourer. The company claims that the LT represents to motorcycle touring the same qualities as does the BMW 7-series automobile in the car world.

Following in the vein of its open-class YZF-R1 and new YZF-R6 600cc hyperbikes, Yamaha unveiled its long-awaited answer to the Superbike question. The exotic new YZF-R7 OW02 signals a return to a limited-production "resumé bike" such as that used when the company captured its last AMA Superbike title in 1991.



By Scott Rousseau
Photos by Scott Rousseau and Gold & Goose

MUNICH, GERMANY, SEPT. 16-20

With the international motorcycle world bidding *auf wiedersehen* to Cologne and moving down the road to the New Munich Trade Fair Center for the first World Fair for Motorcycles and Scooters, you might think that the motorcycling community would put on its Sunday best and usher in a new era of motorcycle trade fairs.

But whether they did so or not is a subjective matter. Yes, there were new models unveiled and, yes, some of them were stunners. Yes, the show was successful. So why the reservation?

Hmmm, that's a tough one. Maybe the problem lay in the fact that the motorcycling world was already privy to the existence of many of the new models *prior* to Intermot, or maybe it was because some of the juiciest rumors as to what would or would not be available did not prove to be true. Then again, 2000 seems to be a magic number, seeing as it will usher in a new millenium and all.

But lest we give the impression that the Munich show was ho-hum, there were some surprises. And not a one of them was disappointing. Here are some of the definite highlights.

Home-towner BMW, reveling in its 75th anniversary year of existence, and most assuredly wanting to impress show attendees in its own back yard, continued its recent trend of new and exciting model expansion by unveiling one of the real hits of the show - its K1200LT luxury tourer.

Clearly designed to target the United States' long-range touring market, the LT appears to have all the makings of a Gold Wing killer, featuring styling and performance that is likely to pull more than a few converts over from the 10-year-old Honda design. Based on the same chassis used on BMW's new-generation K1200RS, consummated, of course, with BMW's Telelever suspension system up front and Paralever swingarm (albeit a 3.15-inch-longer one) out back, the LT does not utilize the engine as a rigid, stressed member of the chassis, but rather rests in a stiff, cast-aluminum subframe to repel any vibration from reaching the rider.

And, by the way, the engine itself is not a "full-blown" RS spec but rather a milder version of the 1171cc four, which offers some 98 bhp at 6750 rpm and produces rather broad, flat torque, over 74 lb.-ft. at all engine speeds from 2800 to 6800 rpm. That force is transmitted to a revised five-speed gearbox which features fifth gear as an overdrive to drastically reduce engine speeds during sustained high-speed cruising.

Bringing the unladen 833-pound (wet) LT to a halt should be no problem, thanks to revised ABS components designed to handle the increased weight and capacity. While the front brake is the same as that found on the RS, BMW has seen fit to place a new four-piston unit on the rear wheel. Speaking of the wheels, they are (you guessed it) the same style of 17-inch mags as those found on the RS.

But just look at it, really. Do you think that this is just a built-up, add-on RS? One look at the sleek, curvy and *full* body

bikes

panels should reveal the truth. If, as BMW claims, it was seeking to build a 7-series for the touring market, then it would be hard to criticize their effort. The sleek fairing offers concealed instrumentation behind a fully adjustable windscreen, and the bodywork flows through the generous seating area to the rear, where the LT's integrated compartments offer a capacious 4.2 cubic feet of space.

Comfort is the name of the game with the LT, which places both the rider and passenger in an ergonomically satisfying position. All cockpit controls are laid out on the pullback-style steel handlebars so that the rider can adjust everything without removing a hand from them. For your listening pleasure, the LT is topped off with a completely new sound system that can accommodate (a drumroll, please) a six-disc CD changer.

According to BMW officials, the machines should be hitting U.S. dealerships in mid-March. Expect three levels of trim, with all of them ringing up for under $20,000.

Yamaha chose Munich to debut the machine that almost everyone in the hypersports and road racing community expected as far back as two years ago. But it's here now, and brother, does it ever look mean. The Yamaha YZF-R7 OW02 marks a return to the race-spec side of the block for Yamaha, but desperate times call for desperate measures, and you need only look at the success that Honda's RC45 and Ducati's 916 (c'mon, they aren't really street bikes in the classic sense) have enjoyed over the past five seasons in both World and AMA Superbike competition to see what has now become the norm.

Starting where it counts, the all-new R7 is powered by the most advanced powerplant that Yamaha has ever produced for the general public. The slant-block motor, which is a fully stressed member by the new GP-inspired aluminum frame, is equipped with an electronic dual fuel-injection system, which is fed by a massive airbox. The EFI system delivers precisely metered fuel via 12 titanium inlet valves into the machined cylinder head for better acceleration and instant pickup. Going for the ultimate in performance, the production R7 engine has also received titanium connecting rods, direct ignition, a specially treated crankshaft, plated piston crowns and a racing clutch with a back torque limiter.

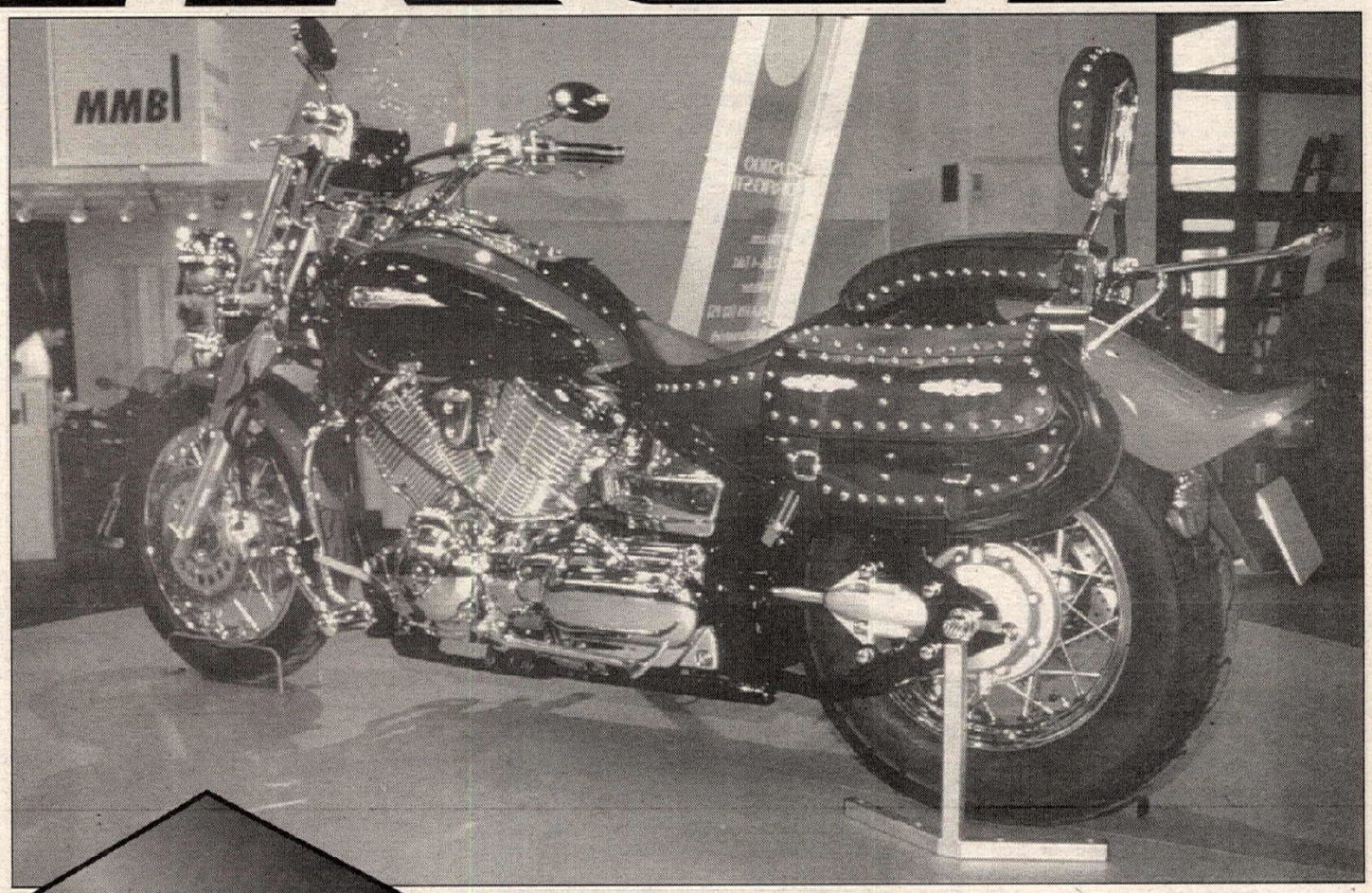
The cases, which house a three-axis transmission, were designed to be extremely compact, thereby allowing the use of the short-wheelbase chassis. Twin radiators helps disperse heat when in battle.

Like its R1 (1000cc) and R6 (600cc) brethren, the R7 chassis has been based closely on the design used on Yamaha's 500cc factory GP race bikes, and employs a short wheelbase layout.

It, too, features a longish-looking, highly rigid box-type swingarm like those found on the other two bikes.

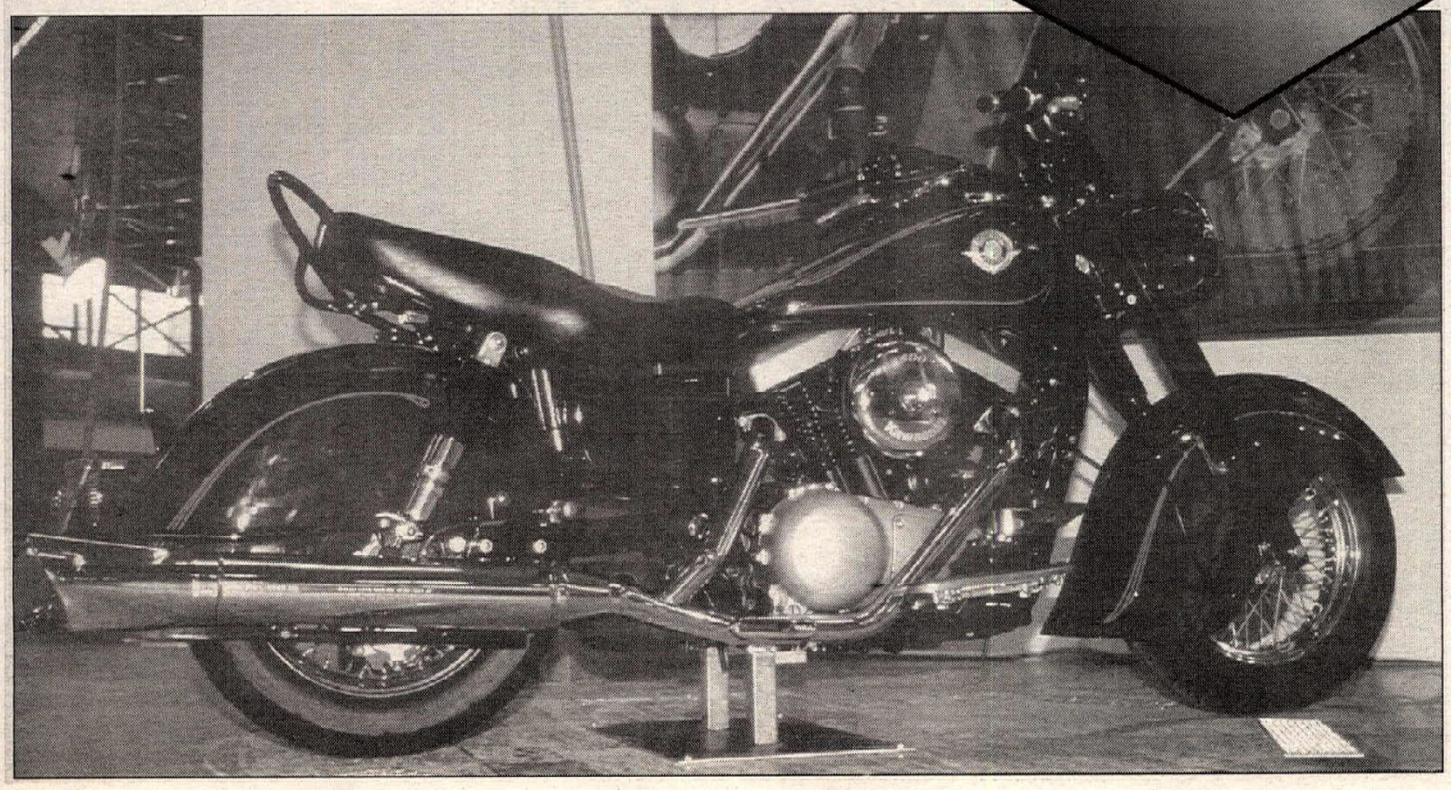
Up front, Ohlins upside-down front forks are utilized, as is an Ohlins rear shock absorber. Both units are fully adjustable for preload, rebound and compression damping.

Bodywork is as trick and slick-looking as it comes. The front fender, cowl and seat assembly are manufactured from lightweight composites, and the

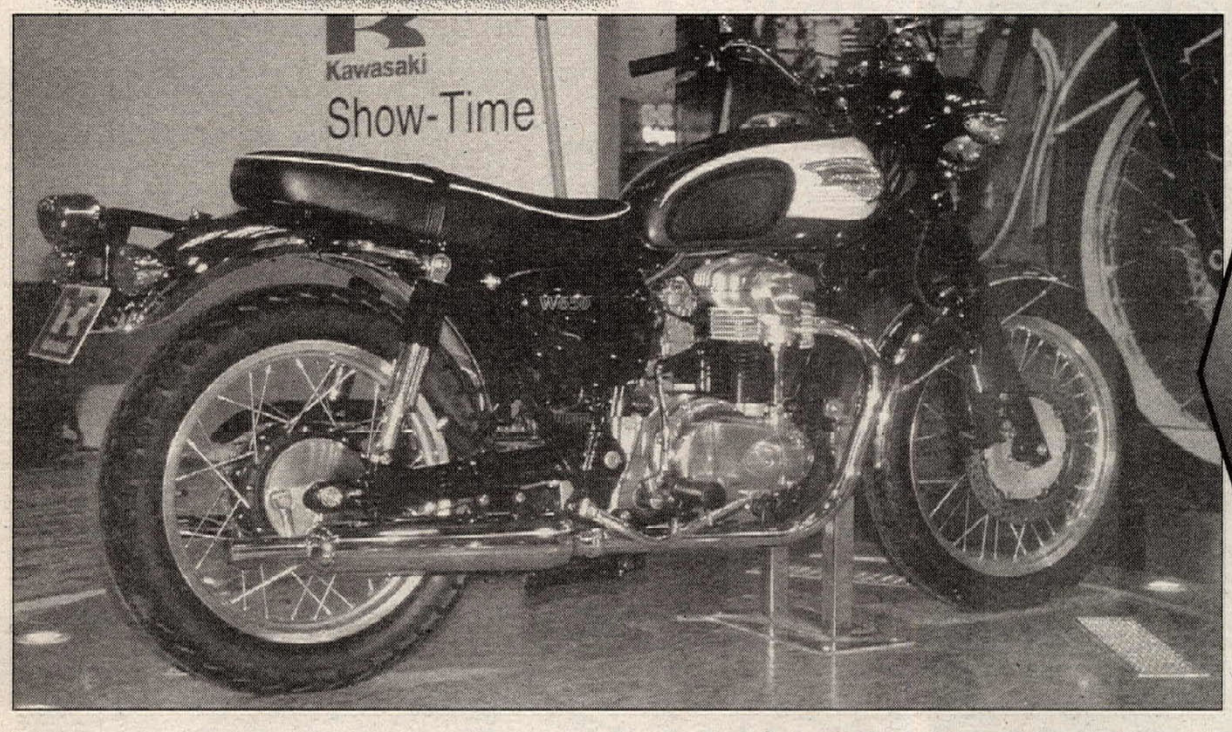


The Drag Star cometh. Yamaha will finally drag its Drag Star to the United States after having sold the machine (at lower displacement) abroad. Expect to see the XVS1100 Drag Star hit U.S. shores with its exposed shaft drive, 27.6-inch seat height and a gaggle of supporting Yamaha aftermarket accessories.

Kawasaki has reskinned its Vulcan Classic cruiser platform and named it the "Drifter." The bike, which features long-valanced fenders, à la' Indian Chief, will see U.S. dealerships in 1500cc form, but the VN800 version will be sold elsewhere.



New Munich Trade Fair Center



It's a Tri...No, it's a Duc...Wait a minute, the darn thing is a Kawasaki. It's called the W650, and it is reportedly headed for Japanese showrooms.

R7's aluminum fuel tank has a capacity in excess of 5.8 gallons and is equipped with an internal fuel pump.

R1-type, three-spoke alloy wheels run a 120/70-ZR17 front tire and 180/55-ZR17 rear tire. Braking up front is handled by dual 320mm discs with lightweight one-piece calipers. In the rear, the disc and caliper are the same as those found on the R1.

According to Yamaha, the bike will be available only in limited quantities, and it can be modified with a few special kit parts for racing and track use. If you can find one, the R7 should be in dealerships by February or March.

If you want to view life from a slower lane, then the Yamaha XVS1100 Drag Star may be just the bike that you've been waiting for. One of the first Japanese manufacturers to enter into the custom-cruiser segment in the '80s, Yamaha has, in the newest member of the "Star family," come up with a design that should prove very attractive to the crowd that appreciates the "Wide Glide"-style chopper look.

And perhaps a few other elements as well, for this Yamaha V-twin is of the air-cooled variety rather than liquid-cooled. Re-engineering comes by way of the engine that currently powers the XV1100 Virago. Displacing 1063cc, this 75-degree SOHC "vee" has been one of the strongest-performing large-capacity engines in the class.

But there are some noteworthy changes, including the use of low-friction, chrome-composite-plated bores and stronger, lighter forged pistons. Revised cam profiles boost low- to midrange torque even further, and new, thicker crankcases make for quieter engine running.

Complementing the new internals is a pair of BSR37 carburetors, which are fed through a large-capacity airbox. The Drag Star is also equipped with a throttle-position sensor, which more or less allows the carbs to talk to the ignition for improved throttle response and stronger acceleration.

Other improvements include a new "silent" cam-chain with an automatic cam-chain tensioner, while thicker cooling fins improve heat dissipation and help eliminate resonance.

The transmission has been uprated from that of the Virago, coming equipped with an improved shift-fork mechanism for smoother gearshifting. Gear ratios have also been revised, for ease of riding, whether between stoplights or state lines. Finally, the gearchange linkage design has been amended to give improved comfort.

Like the XVS650 Drag Star before it, the new XVS1100 runs with an exposed shaft-drive system that requires very little maintenance.

Other important features include a one-way clutch-type starter motor for smoother and quieter starting, and twin over-and-under mufflers that feature a small balancer pipe between the silencers for improved looks and reduced noise output.

Chassiswise, the Drag Star's look is decidedly hardtail.

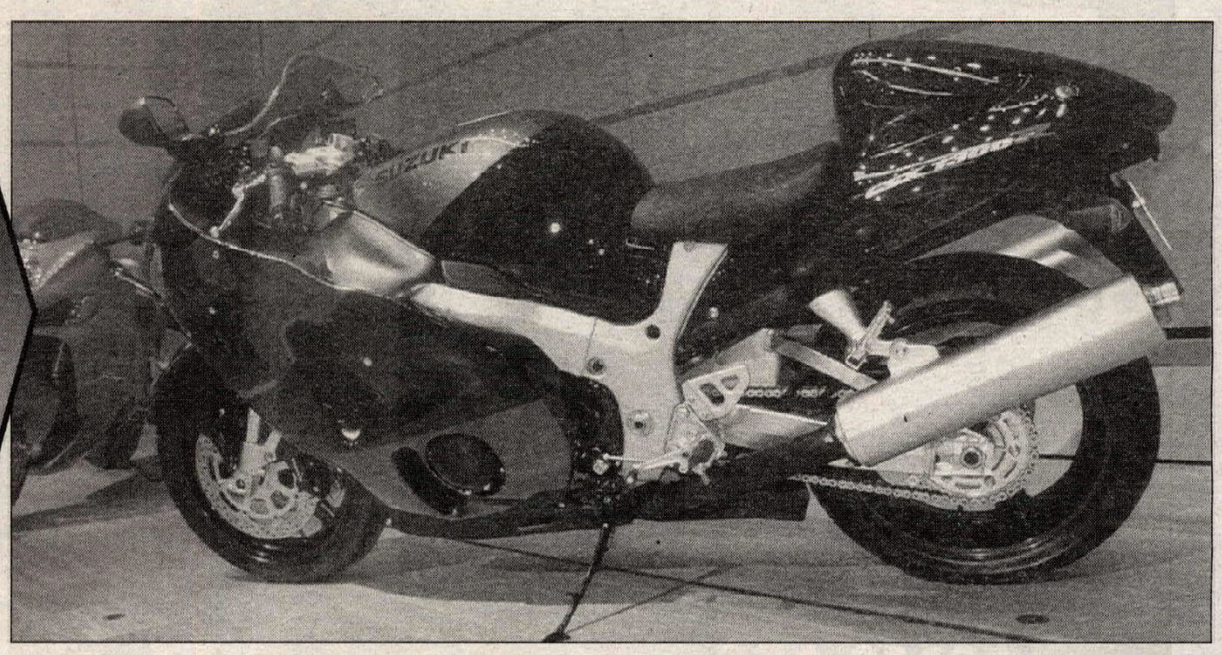
To achieve its classic long-and-low look, the bike features a new, torsionally rigid double-cradle tubular-steel frame which gives it a long (65.6-inch wheelbase), low (27.6-inch seat height) look. Despite its classic appearance, the rear end utilizes a hidden link-type Monocross suspension system, which offers just over 4 1/2 inches of rear-wheel travel. The front end is held up by hearty-looking 41mm forks, featuring chrome-plated inner-tube protectors to help prevent chip damage.

Rolling stock is in keeping with the machine's timeless styling. Spoked front and rear wheels with chrome-plated rims are in place, with a powerful triple-disc braking system. Up front, dual large-diameter 298mm front discs are slowed by differential bore two-piston calipers. And at the rear, a new-design single disc is operated by an opposed piston caliper.

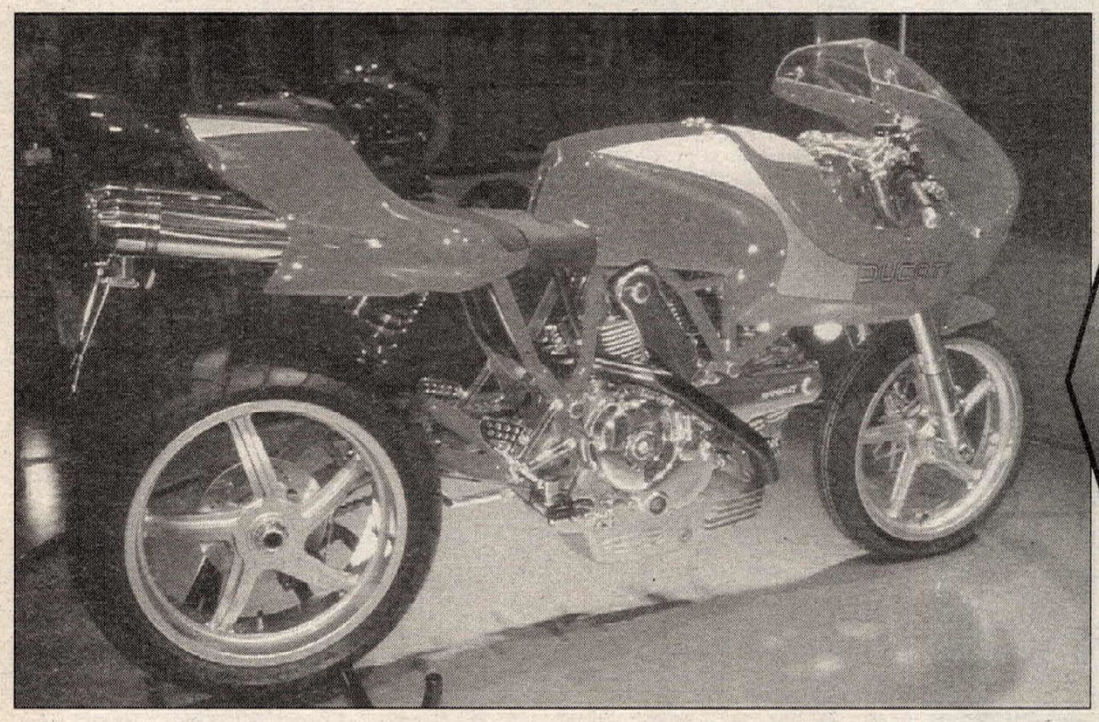
The Drag Star's classic two-tone teardrop fuel tank holds 4.42 gallons, while the deeply valanced rear fender is in keeping with the bike's custom looks, as is the large-faced circular speedometer mounted on top of the tank.

Of course, when the Drag Star arrives in the U.S. market, you can bet that it will be followed by a full complement of bolt-on custom goodies, including plain and fringed leather saddlebags, custom leather tool bags, billet mirror assemblies and chrome-plated engine guards.

Riders will also be able to equip the new Drag Star with a genuine Yamaha windshield, luggage rack and sissy bar



Suzuki's new GSXR1300RX Hayabusa receives its name from a Japanese falcon that can dive at over 186 mph. That should give some indication of just what the new big-bore Gixxer might be capable of.



Gratuitous concept-bike shot: While Ducati was throwing half-fairings on its 750 and 900SS models, and shoehorning the 916 Superbike motor into the new ST4, Ducati Design was working on this beauty. Though the Mike Hailwood *Evoluzione* may never see the production line, many showgoers agreed that it was the most beautiful bike at Intermot.

In the race for Dirt Track coverage... nobody even comes close...

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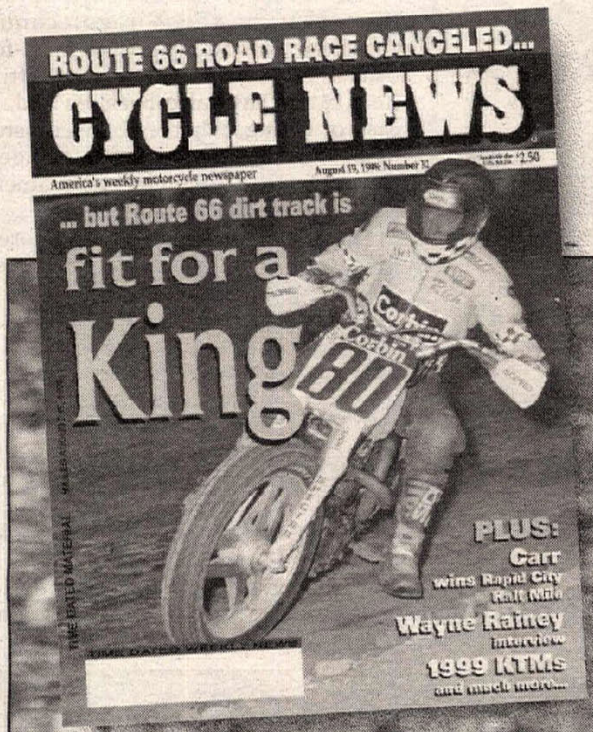

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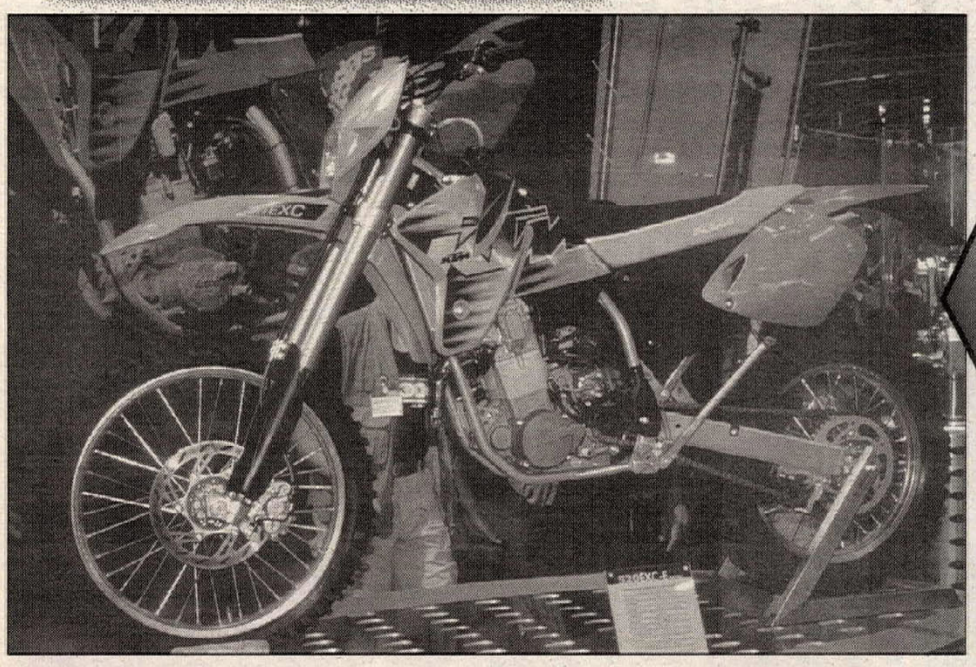
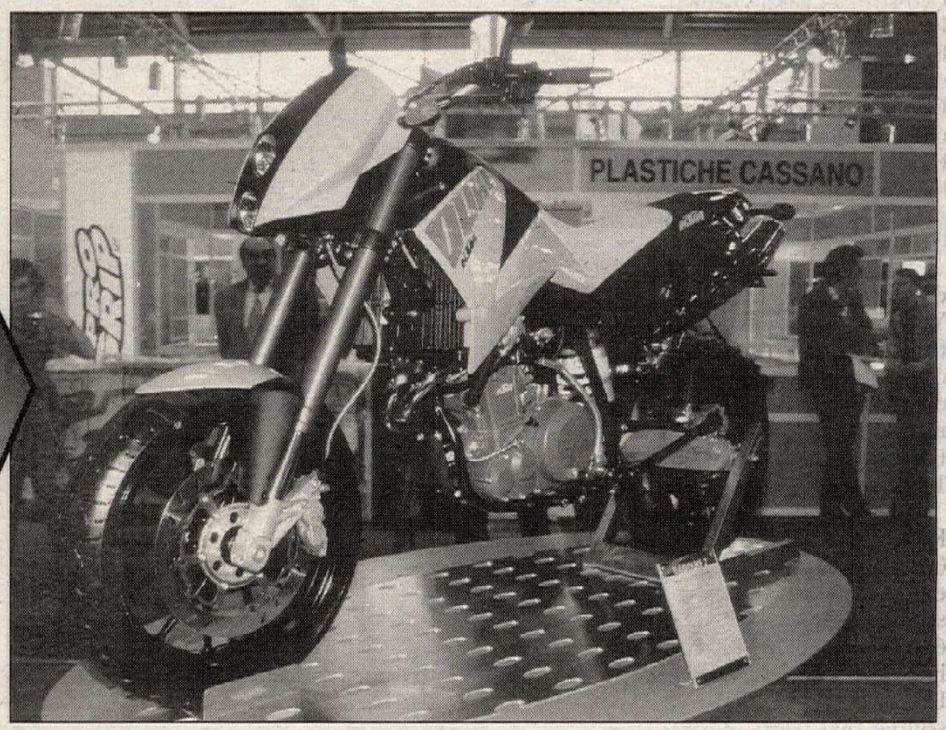


Austrian manufacturer KTM continued to impress with its new products, including this production-intent 520EXC, which will not be finalized for sale until the year 2000. Immediate plans are to develop the new bike, which weighs three pounds less than a Yamaha YZ400F, in competition in 1999.

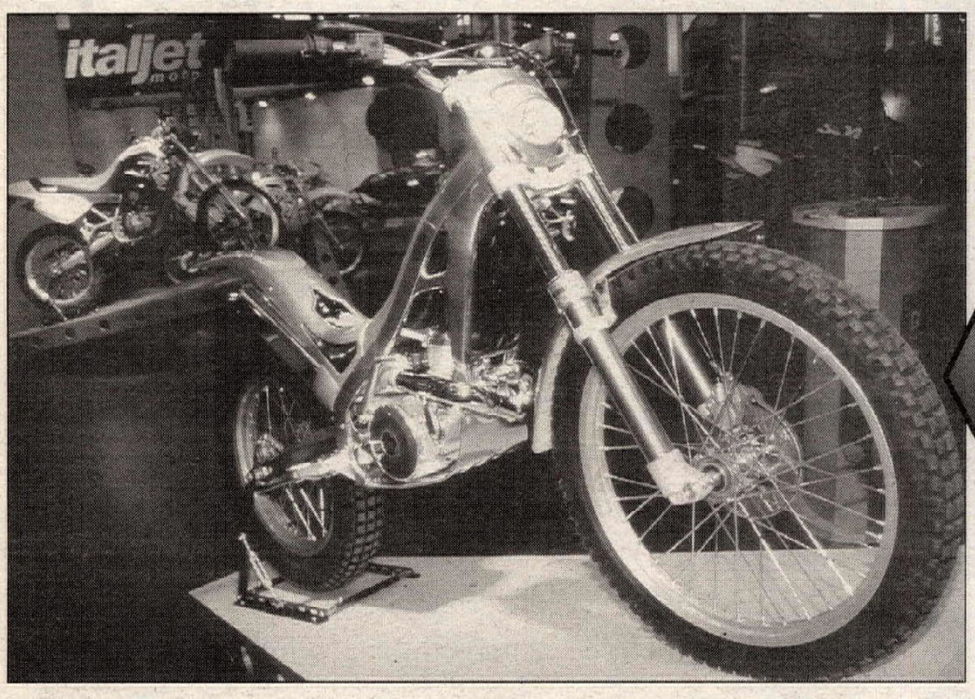
to enhance its long-distance cruising capability.

Not to be outdone by Yamaha, however, Kawasaki has finally seen fit to go into production with the Indian-inspired VN800 and VN1500 Drifter models. The bike is basically a Kawasaki Vulcan Classic with long, valanced fenders reminiscent of the defunct Indian Chief. The United States will see the 1500, while the 800 will be destined for foreign markets.

Continuing its theme of neo-classicism, Kawasaki also debuted a very Triumph-esque twin, called the W650. Clearly influenced by the Bonneville of the '60s, and with a bit of Ducati bevel-drive thrown into the look of the engine for good measure, the W650, which actually displaces 675cc, is reportedly destined for the Japanese market.



KTM's 640 Duke II is just one of the new uses for the firm's evolved LC4 four-stroke single. The new "streetfighter" look is heavily accentuated by the over/under dual pencil-beam headlights that were lifted from the company's Unit concept bike.



Bultaco's back, baby. The 250cc Sherco trials bike is the first all-Bultaco product to carry the famous name since the '70s. At 154 pounds dry, it is expected to be the lightest in its class. According to Bultaco officials, the machines will be distributed in the U.S. by seven-time AMA Trials Champion Ryan Young.

Just as Yamaha has with its superbike, Suzuki has long needed a replacement for its competent but long-in-the-tooth GSXR1100R, and help is on the way in the form of a new big gun, the 1999 Suzuki GSXR1300RX. Christened the *Hayabusa* after a small falcon indigenous to Japan and capable of cutting through the air at speeds in excess of 186 mph, the new Gixxer's intended goal is clear.

Aerodynamic advantage was the key element in the bike's design, with careful thought given to engine type, size and placement, and rider placement, in order to achieve maximum efficiency. The Hayabusa features a precisely shaped fairing, with a sleek projector headlamp, and integrated turn signals that actually force air into the bike's ram-air intake tracts, thus producing the most slippery bodywork ever built by Suzuki. The aerodynamically sculpted theme is carried through the 5.8-gallon fuel tank and on to the rear of the bike, which obviously pays a certain homage to the TL family.

With the coefficient of drag cut way down, Suzuki chose to complement that with an engine that is pumped way, way up, to the tune of 1298cc. Yet the overall dimension of the liquid- and oil-jet-cooled, in-line four-cylinder engine is extremely compact. The DOHC 16-valve features a narrow, 14-degree included angle, electronic fuel injection with a ram-air intake, direct ignition, a gear-driven counterbalancer to reduce vibration and a six-speed transmission with a large-capacity clutch. To keep the engine as compact as possible, the cam chain is driven off the right side of a short, five-journal crankshaft.

Wrapped around the powerplant is an aluminum-alloy twin-spar frame with a bridged aluminum swingarm. The rear is held up by a link-type suspension arrangement with a fully adjustable shock absorber that boasts 5.6 inches of wheel travel. The fully adjustable 43mm inverted forks deliver 4.8 inches of bump absorption. Venture lower on the Hayabusa and you will find 17-inch cast-aluminum wheels that are slowed by a twin 320mm rotors and six-piston calipers on the front and a single 240mm rotor/twin-piston setup in the rear. What is slimmer is also trimmer. Suzuki claims a 474-pound dry weight for the Hayabusa which, if that's true, is some 17 pounds lighter than the old GSXR1100R. If you have to have one, it will probably make your wallet lighter to the tune of about $11,000.

And on to the Italians. MV made the rounds with two of its Agusta F4s, as did Laverda and Moto Guzzi. Ducati, however, offered a fresh look in the form of musical motors and a sleight-of-hand trick with a fairing. Perhaps most interesting was the new ST4 sport tourer, which featured the same styling as the ST2 that it supercedes, only with an incarnation of the more powerful, four-valve-headed 916 Superbike engine. Ducati also saw fit to release a new generation of the 750SS which, like the ST, is most certainly bound for U.S. shores. Then there was the new little brother Il Monstro 750, and a half-faired version of the 900SS.

But a nearly unanimous vote for "baddest bike of the show" was cast in favor of Ducati's concept Mike Hailwood *Evoluzione*, which featured a tasty blend of old and new. The bike's tubular chrome-moly spaceframe and single-sided swingarm and air-cooled 90-degree V-twin engine were a sharp contrast to its modern-look 916-style wheels. The pipe arrangement was also very 916-ish, further adding to the modern image. But a harmonious balance was clearly achieved through the use of the Hailwood-inspired bodywork, which somehow accomplished the goal of looking modern and classic all at the same time.

The new and exciting was not merely confined to the "roadie bikes," as Austrian manufacturer KTM displayed several tantalizing machines, the most intriguing of which was the new 400/520cc four-stroke bike that will usher the company's line of four-stroke competition bikes into the new millenium. The machine was brought to light at the request of KTM managing director Stefan Pierer, who has overseen the company since it stood on the brink of bankruptcy in 1991, and thus has been instrumental in its incredible comeback through the rest of the decade. Upon learning of Yamaha's intent to produce the YZ400F, Pierer called for the design and construction of a KTM that could compete on even terms.

One look at the 400/520's SOHC four-valve engine and its heritage is obvious - and this is no surprise, as KTM owns the Swedish Husaberg company, and it is clear that technology has been shared. However, that is not say that the KTM is not unique. Whereas all Husabergs (and KTM LC4s, for that matter) are left-side kick and right-side drive, the new KTM is the opposite, which should certainly make a lot of KTM riders happy. And KTM went one better yet, as the six-speed tranny is engaged by a hydraulic clutch. The engine has also been made ready to accept electric start.

The new, lightweight powerplant has been placed in an existing 250cc two-stroke chassis, which, according to KTM officials, required very little modification to accept it. The rear suspension, of course, features the link-less PDS system, but new 43mm WP upside-down forks can be found in the triple trees. And get this: Even in enduro trim, the total package weighs some three pounds less than the YZ400F (!), according to KTM spokesmen.

But don't expect to rush into your dealerships for a new 400 or 520 in '99. You won't find one. Current plans call for KTM to sell off its limited inventory of '98 competition models, all the while debuting the 2000 model in World 500cc motocross and World enduro competition as well as AMA competition in 1999.

Even so, the LC4 that introduced KTM to the four-stroke buying public (and vice versa) remains a strong staple of the new lineup, as is evidenced by several new models, such as the new 640 Dual Sport, 640 Adventure and perhaps the most radical of all LC4s, the Duke II, which features radical new styling that bears more than a passing resemblance to KTM's Unit concept of two years ago.

Last, and by no means least, comes perhaps the sleeper of the entire Munich show - the return of Bultaco. And not just with some Spanish-derivative powerplant such as the Derbi-powered Lobito that has been heralded as the first bike to return the fabled Spanish marque to the marketplace, but a real, honest-to-God, Bultaco-powered Bultaco. Well, it was there, in the form of a trials bike - the Bultaco Sherco. So-named because of registration troubles with the old Sherpa name, the Sherco (*Sherpa and Bultaco*, get it?) has been designed from the ground up to take its rightful place back in the thick of World and National trials competition. The Sherco features a compact, liquid-cooled 249cc two-stroke, which utilizes a hydraulic clutch and a five-speed transmission and is packed into a perimeter-style chrome-moly chassis. The front fork is a Paioli unit, offering 6.6 inches of travel, while an Olle shock mates to the swingarm and provides 6.8 inches of travel. Wheelbase is 53.08 inches, and the bike weighs in at what should be a lightest-in-class 154 pounds dry.

So what's the bottom line? If anything, Munich was a reaffirmation that now is a great time to be a motorcycle fan, just as it has been throughout the second half of the '90s. New products are arriving each year, but the best is clearly yet to come, as it has been rumored that several products are being reined in for an all-out assault on the new millenium. Next year's World Show, which will take place at the EICMA in Milan, will surely be something to see. CN

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A tale of two races

By Eric Johnson
Photos from the *Cycle News* archives

Shortly after World War II, battle-weary soldiers from all over Europe returned home to carry on with their lives. With the dark cloud of conflict blown off the continent, these men had time for recreational activities, and a number of them were able to capitalize on the large surplus of motors that littered a host of nations.

One thing led to another and of motocross, or off-road motorcycle racing, caught fire in places such as France, England, Sweden, Holland, Belgium and Denmark. A sport was born. In 1947, at the sandy Wassenaar circuit in The Netherlands, the very first sanctioned international motocross race - the Motocross des Nations - was held. The race, which invited the best 500cc riders from the major motocrossing nations of Europe to fight for national pride and glory, was won by three men from England. The trio - men named Nicholson, Rist and Ray - took the measure of Belgium to win what was the very first championship.

During the event's first 34 years, the Motocross des Nations - and a second race for 250cc bikes called the Trophee des Nations - became a hugely successful international affair that was ruled by the English, the Belgians, the Swedes, the Dutch, the French and the Czechs. During that period, riders with names such as Roger DeCoster, Joel Robert, Dave Bickers, Rolf Tibblin, Guennady Moisseev, Ake Jonsson and Jack Van Velthoven represented their oft-winning nations with honor and dignity.

Then in 1981, a young American team comprised of Johnny O'Mara, Donnie Hansen, Chuck Sun and Danny LaPorte arrived in Lommel, Belgium, for the Trophee des Nations, and they proceeded to kick sand in the face of the bewildered European establishment. And as if that wasn't enough, they came back the very next Sunday in Germany, climbed aboard big, red Honda 500s, and again stomped on Europe's best. On those two weekends, the balance of worldwide motocross power was changed. A brave new era had arrived and, to paraphrase Bob Dylan, "The times, they were a changin.'"

For the next 12 consecutive years, the Yankees went on a reign of terror, winning both the Motocross and Trophee des Nations in 1982, 1983 and 1984. The FIM, by this time tired of the ruthless domination, decided to take matters into its own hands and, after 38 years of running the two des Nations events in a similar format, combined them into a one-day event called the Motocross des Nations. The reason for the "tweak"? To help level the playing field for the European race teams. It wouldn't be the last time the FIM played with the rules in an effort to snuff out American totalitarian rule. However, none of the meddling worked. From 1985 to 1993, America continued to win, taking the coveted Peter Chamberlain trophy back to AMA headquarters in Ohio on an annual basis.

While Europe - and the rest of the world, for that matter - hated to see the Americans rule the Motocross des Nations with such ease, no one could disagree that each and every fall they would show up in Europe with some of the best teams the sport had ever seen.

And that brings us to our point.

Just what was the greatest Motocross des Nations team of all time? Was it one of the great English teams of the 1950s? Or one of the Swedish teams of the 1970s? Was it one of the Belgian teams that cut a slash-and-burn swath throughout the entire 1960s and 1970s? Or could it have been one of the dazzling American teams of the 1980s?

After a quick, ad hoc pole, we found that most of our motocross comrades agree on two teams: the 1986 American team of Johnny O'Mara, Rick Johnson and David Bailey; and the 1996 team of Steve Lamson, Jeremy McGrath and Jeff Emig. In an effort to illustrate the effect these two "death squads" had on the history of the Motocross des Nations, we need to take a look at them individually.

The 1986 Motocross des Nations was slated for Maggiora, Italy. A tight, sinuous circuit replete with big, power-robbing hills, Maggiora, situated just northwest of Milan, was purpose-built for the Americans. The starting lineup coming out of the dugout in Italy was an all-Honda team made up of 1986 500cc National Champion David Bailey, 1986 250cc National and Supercross Champion Rick Johnson and 125cc superhero Johnny O'Mara. Little did anyone know at the time that O'Mara was at odds with his Honda bosses and was already secretly in possession of a factory Suzuki contract for the 1987 season. Nevertheless, between them, the 1986 team already had garnered eight AMA titles.

Oozing confidence, the three Americans, with team manager Roger DeCoster in tow, were poised to deliver another knockout punch to European motocross pride. And, after drawing the number-one starting position, that's exactly what they did.

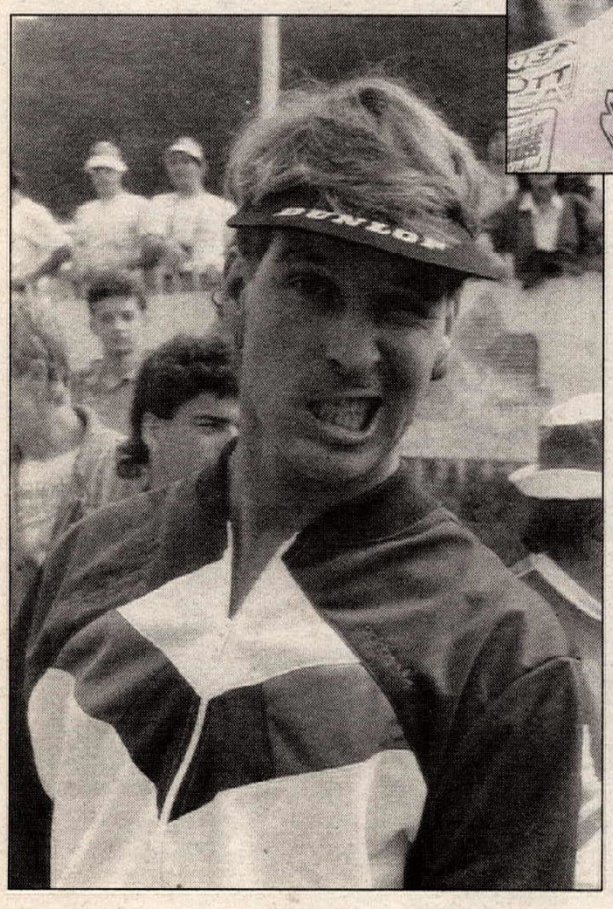
Riders from 24 nations lined up for the first moto, and when the gate dropped it was Johnson who grabbed the holeshot, with O'Mara, on his shrieking 125, in third. It would take O'Mara two laps to find his way into second, and the two Honda pilots began to pull clear for an astonishingly easy win.

In moto two, Bailey grabbed the holeshot on his big, red Honda 500 while 1986 500cc World Champion David Thorpe held second, with Georges Jobe third. Meanwhile, a slow-building roar began to emanate from the 40,000 Italians covering the hills as O'Mara was wringing the Honda 125 to within inches of its life. In six laps he had passed 500cc riders Heinz Kinigardner, Hakan Carlqvist, Gert-jan van Doorn and Jobe. Upon landing in third, he immediately set his sites on World Champion Thorpe. Four laps later, he pulled the trigger and the massive crowd went berserk. The "O'Show" made the pass stick, and in the process he became the most famous 125cc rider in motocross history.

With the class wins by Johnson and O'Mara, the American team had clinched the 1986 Motocross des Nations title before the start of the third moto. Moto three was nothing more than a formality, as Bailey and Johnson blitzed by now-humbled Thorpe, and rode off into the Italian sunset with another one-two finish. In fact, the two were so far out in front that they crossed the finish line with their hands joined and raised in the air!

The subversive performance of the three flashy Americans was, up to that point in history, considered to be the most staggering display of domination the great Motocross des Nations had ever seen.

Eight years later, America was provided with its first harsh dose of Motocross des Nations reality when a team comprised of Jeff Emig, Mike Kiedrowski and Mike LaRocco was soundly defeated by a humble English squad at the 1994 event on the high-speed, freeway-like Roggenburg circuit in Switzerland. Tasting blood for the first time in 13 years, the Belgians came



(Clockwise from above) David Bailey, Johnny O'Mara and Rick Johnson went to Italy and totally dominated the 1986 Motocross des Nations. Were they the best Motocross des Nations team of all time? Many believe they were.

(Left) Jeff Emig holds the trophy from the 1996 Motocross des Nations, flanked by team manager Roger DeCoster and Steve Lamson.
(Right) Jeremy McGrath was also a part of that title-winning team that ranks among the best ever.
(Below) Emig leads teammate Lamson in Jerez, Spain.

back in 1995 and beat the Americans in Sverepec, Slovakia (site of an another American Trophee des Nations win in 1983).

Like a disturbed hornets' nest, the proud American motocross empire was in a frenzy to win back the title that it had become so accustomed to winning. Thus, when the team was selected for the 1996 Motocross des Nations at Jerez de la Frontera, Spain, 125cc National Champion Steve Lamson, 250cc National Champion Jeff Emig and AMA Supercross Champion Jeremy McGrath vowed to win - and win big. The Jerez circuit, carved out of a hillside of the world-famous road racing circuit, was a supercross-oriented track that suited the high-flying Americans perfectly. And while the 1996 team didn't have as much MXDN experience as the 1986 team (a shaky McGrath had been a member of the 1993 winning team in Austria, with Emig as a teammate; moreover, Emig had ridden on the winning team in Australia the year prior), the three-man team attacked at Jerez. For the record, Lamson, Emig and McGrath took to the stadiumlike track with such dazzling precision that the shaken Europeans bitched until the organizers finally gave in and sent the bulldozers out to tame the track down a bit.

It wouldn't make a bit of difference. In the first combined 125cc/500cc moto, Lamson shot into the lead on his works 125, never to be headed again. And while 125cc World Champion Sebastien Tortelli attempted to reel him in at the very end, he couldn't get close enough to Lamson's red rear fender to make anything happen; thus the Californian had beaten every single rider - including World Champion Shayne King - on the track. It was truly a remarkable feat of talent, speed and determination - not to mention some divine retribution for the beating Lamson had taken at Tortelli's hand the year before in Slovakia. While all of that had transpired, Emig had quietly ridden his big and old Kawasaki water buffalo 500 to the class victory in the 500cc division.

In moto two, McGrath took the point once the pack had sorted itself through the sweeping left-hand first turn. From there, despite a minor miscue that sent him to the dirt, McGrath rode to an easy win, while Lamson had again thrashed Tortelli and the rest of the 125cc pilots.

Eerily similar to the 1986 tour de force, the Americans, with their four perfect scores, had the Motocross des Nations clinched before the start of the third moto. However, keen to stamp their authority on the proceedings, McGrath and Emig again went out and won their motos. Exactly 10 years after the stunning 1986 American ass kicking, Team USA had again delivered a swift boot to the collective butt of Europe. CN

As we alluded to earlier, the objective of this exercise is to determine which team was, in fact, the greatest Motocross des Nations squadron of all time. So in an effort to boil it all down to one team, we contacted three of the men present at the aforementioned races - David Bailey, Roger DeCoster and Steve Lamson. Here's what they had to say...

DAVID BAILEY

Dressed in Day-Glo orange JT apparel and in complete command of the growling 500cc beast he had been tapped to ride, David Bailey was absolute poetry in motion that sunny afternoon in Italy in 1986. Here's his take on just what team was the greatest in des Nations history.

"We were a very, very good team," Bailey said from his home in San Diego, California. "I had just wrapped up the 500cc National Championship, R.J. had been winning everything and O'Mara was the man on the 125. We were all fiercely competitive and at the peaks of our careers. Also, I had a score to settle with Johnson, who had won the 250cc National Championship and Supercross Championship. I had won the 500cc title and wanted to prove that I was better - it was a big rivalry.

"The night before the race, after one of our infamous fire-extinguisher fights, O'Mara told me that he had signed a contract with Suzuki. I remember him saying to me, 'David, I'm not going to let off tomorrow. I'm going to prove to Honda that they made a mistake in letting me leave for Suzuki. I'm going to put in the ride of my life.'

"All three of us had so much motivation; we all really wanted to be there! In fact, we wanted to generate a perfect score, as that had never been done before. As the race was going on, we realized how great we were doing. We were also aware that we were making history. We were beating guys like Eric Geboers, David Thorpe and Georges Jobe - a lot of talent. I really believe that we were facing a little thicker competition from the Europeans than the guys did in 1996. In fact, to tell the truth, I didn't follow the team in 1996, because I don't think it meant as much. If you walk around and ask 15 people who the greatest Motocross des Nations team was, you'll hear R.J., Johnny and Bailey in 1986. Back in that day, people really paid attention to the des Nations. The 1980s - that was the era that separated us from everyone else. I'm not saying we were a better team, but we were keeping the streak alive and everyone was so interested in that. It seems like those times were more special."

ROGER DECOSTER

In his hallowed career, not only did Belgian Roger DeCoster win five FIM 500cc World Championships, he also rode on 10 winning Trophee des Nations teams with Belgium (Belgium had a 10-year win streak in the 250cc-based event) and six championship-winning Motocross Motocross des Nations squads. And if that weren't enough, he managed Team USA to virtually every one of its 13 des Nations titles. If ever anyone was qualified to pass judgment on the best team of all time, it's DeCoster, the team manager of both efforts.

"I think the 1986 team was the best - they were the most dominant team I have ever seen," DeCoster said. "It's kind of hard to say because so much of it depends on the competition, but the 1986 guys were just on another level. In 1996, Joel Smets (Belgium's 500cc rider) got knocked out, as did Stefan Everts. A lot of things favored us in 1996. We would have won the race no matter what, but maybe have not been so dominant.

"Johnny O'Mara's ride in 1986 was very difficult because there were still works 500s then. Today, the 500cc GPs don't have the same value as they did that year. In 1986, Thorpe competed in that race on a works Honda, and Honda is no longer racing the 500cc GPs.

"There is only one team that could have rivaled the 1986 team: the 1962 Swedish Motocross des Nations team. The race was in Wohlen, Switzerland, and all five riders on that team crossed the line together. (Note: The format then required a team to send out five riders.) The Swedish teams of the early 1960s were so dominant. I remember reading about that race in the paper, and the way the press talked about them - the Swedes were as big a stars as McGrath, Emig and Lamson were in 1996!"

STEVE LAMSON

To many insiders, Steve Lamson's ride at the 1996 Motocross des Nations in Spain was the greatest single feat in 125cc motocross racing history. After getting beaten by both Sebastien Tortelli and Stefan Everts in Slovakia in 1995, Lamson let the anger build all year and went into Spain with one thing on his mind: revenge. Currently on the sidelines with a severely tweaked collarbone injury, Lamson had a number of vivid recollections regarding the 1996 Motocross des Nations.

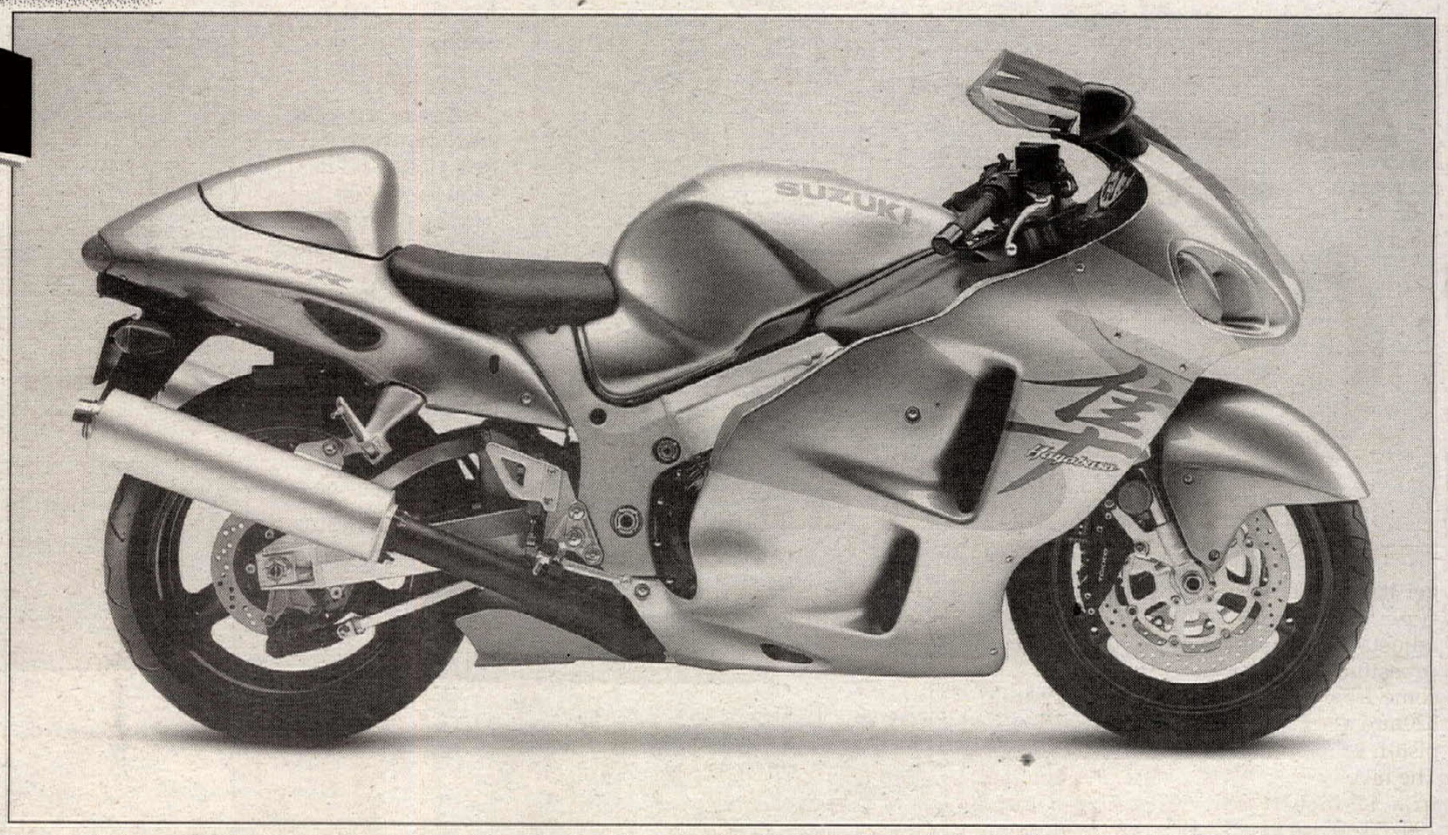
"Leading up to the race in Spain, McGrath and I went over to Italy to ride the Fast Cross race (held every fall near Milan). After the race, we were hanging out over there before heading on to Spain for the Motocross des Nations, and Honda took McGrath and I over to Maggiora to practice. I could tell right away that the track was special to the Honda guys. Cliff White was talking about the race in 1986, and showing us where all the big passes happened on the track - like where O'Mara passed ol' what's his name (Dave Thorpe).

"At the race in Spain, I had heard about what O'Mara did at the race in Italy in 1986. And while I was racing, I kept passing all these 500s and then I got around Emig and when I won the 125cc/500cc moto, I realized that that had never been done before. After the moto, O'Mara was the first one to me and he was so excited that I did it! He told me that it was one of the best motos he had ever watched.

"It's hard to say what team was better because both of them had perfect scores. However, to me, it seemed like the Europeans were tougher competition than they were in 1986. It didn't seem like the Europeans were going as fast in 1986. But it's all real hard to say.

"I'll tell you another cool thing about the race in 1996. Right before I left for Europe, I called Rick Johnson from LAX because he had been leaving messages for me. He told me good luck and to ride as a team and to not get too burned out in practice. Winning the Motocross des Nations in 1996 was great, and it was really kind of strange that we rode at Maggiora - Johnny was at the race, and I spoke to Rick before I left. There's a lot of coincidence there, isn't there?"

Big 1998



Ever since Suzuki introduced the first of the bunch in 1986, the GSX-R range has been synonymous with fast, state-of-the-art sportbikes. Think back to those early years of the GSX-R and you'll likely conjure up images of Kevin Schwantz bull-riding his way around Any Track, USA, on a GSX-R, the pair perfectly suited for each other - wild and fast.

Imagine if we could takes Suzuki's newest GSX-R, put it in a time machine, and deliver it to a young, swashbuckling Schwantz. Picture this: Kevin Schwantz on a GSX-R1300 at, say, Road Atlanta. That's right - a GSX-R*1300*. Code-named Hayabusa after a small Japanese falcon that just happens to be one of the fastest birds in the world, the GSX-R1300 is unofficially the largest-displacement regular-production sportbike in the world. And there are also reports of the Hayabusa producing some 175 horsepower, with top speed in the neighborhood of 185 mph.

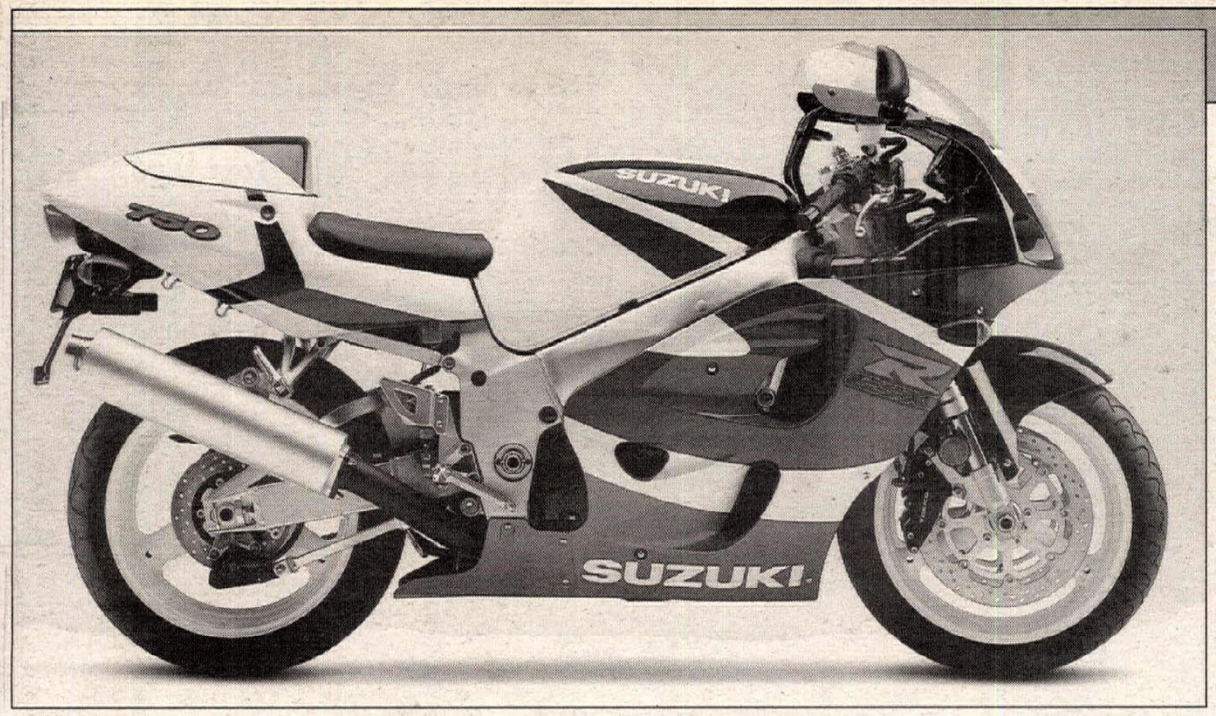
While the world has become accustomed to life with GSX-R600s, 750s and 1100s, it'll have to get used to a GSX-R1300 - the "most powerful four-cylinder every built by Suzuki." And it will replace the long-in-the-tooth GSX-R1100 in the lineup.

The bike features a 16-valve, in-line, four-cylinder powerplant and sleek, wind-tunnel-tested fairing for low-drag aerodynamics. The bike also gets fuel injection and will be fed via Suzuki Ram Air Direct. Compression is 11.0:1, with a bore and stroke of 81 x 63mm producing a displacement of 1298cc. The DOHC engine features a narrow, 14-degree included valve angle, electronic fuel injection with a ram-air intake, direct ignition, a gear-driven counterbalancer to reduce vibration, and a six-speed transmission (the GSX-R1100 featured a five-speed unit) with a large-capacity clutch. To keep the engine as compact as possible, the cam chain is driven off the right side of a short, five-journal crankshaft.

The engine sits in an aluminum-alloy twin-spar frame featuring a 58.5-inch wheelbase, the same figure found on the GSX-R1100. The seat height will measure in at 31.7 inches, again a tad lower than the GSX-R1100 that it replaces. The total package carries a claimed dry weight of 474 pounds - 17 pounds lighter than the GSX-R1100.

With a rake of just 24.2 degrees and a 97mm trail, the bike promises to be nimble. Up front, the newest Suzuki will use a 43mm inverted fork to get 4.8 inches of travel while the rear will

(Above) Time to recalibrate the radar gun? The 1999 GSX-R1300's spec sheet suggests it is: With some 175 hp on tap and the lowest drag coefficient of any Suzuki ever, there may be a new production top-speed king.
(Below) The all-new SV650 joins the TL1000S and TL-R in Suzuki's 90-degree V-twin-powered lineup. As the numbers suggest, this one's a 650 and billed by Suzuki as a fun commuter bike.



The GSX-R750 and 600 return largely unchanged for 1999, though the 600 gets a few tweaks to increase top-end power.

JAPAN

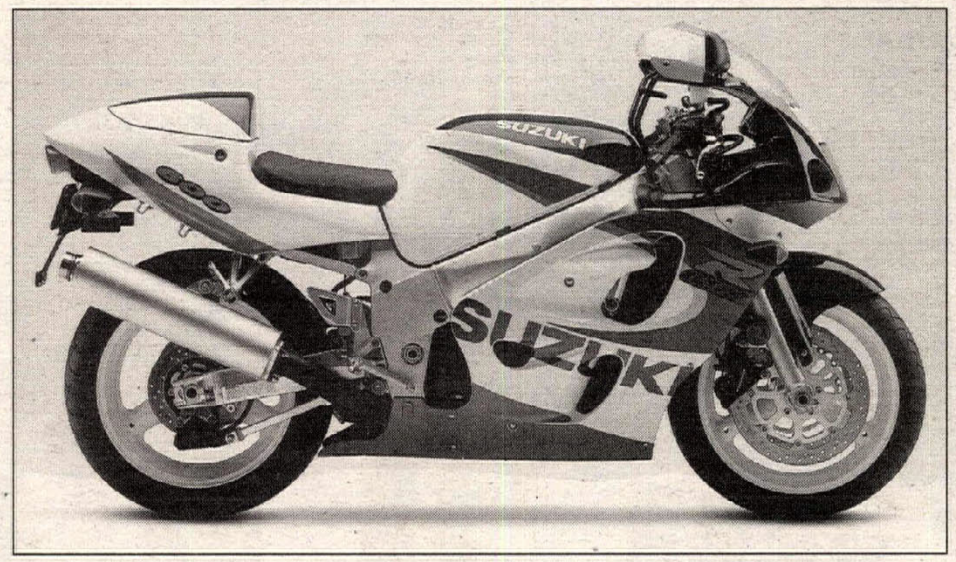
get its 5.6 inches of cushion from a link-type monoshock. Both will be fully adjustable in preload, rebound and compression damping. Stopping power will come from six-piston calipers on a pair of 320mm discs up front and a twin-opposed-piston caliper on a 240mm disc at the rear. The bike will use a 120/70ZR tire mounted to a 17-inch front wheel, and a huge 190/50ZR tire on a 17-inch rim in the rear.

Gaining an aerodynamic advantage seems to be the key element in the bike's design, with Suzuki engineers giving a lot of thought to engine type, size and placement, and rider placement, in order to achieve maximum efficiency. The big GSX-R features a precisely shaped fairing with a sleek projector headlamp and integrated turn signals, all shaped to work in conjunction with the bike's ram-air intake tracts, putting them near the point of highest air pressure. Suzuki claims the package is the most slippery it has ever produced. The theme of sleek airflow carries through to the 5.8-gallon fuel tank and to the rear of the bike, where the seat is strikingly similar to that found on the TL1000R.

Somewhat surprising is the suggested retail price of the GSX-R1300. How does $10,499 sound? That's exactly the same sticker price that the GSX-R1100 carried to showroom floors a year ago. More for less? Well, at least more for the same.

Joining the Hayabusa as all new from Suzuki for 1999 is the SV650X. Suzuki is placing the bike in its lineup as a V-twin alternative to the fun and friendly Bandit 600, and budget-conscious lovers of the 90-degree V-twin engine configuration should find the $5699 SV650 "practically" irresistible.

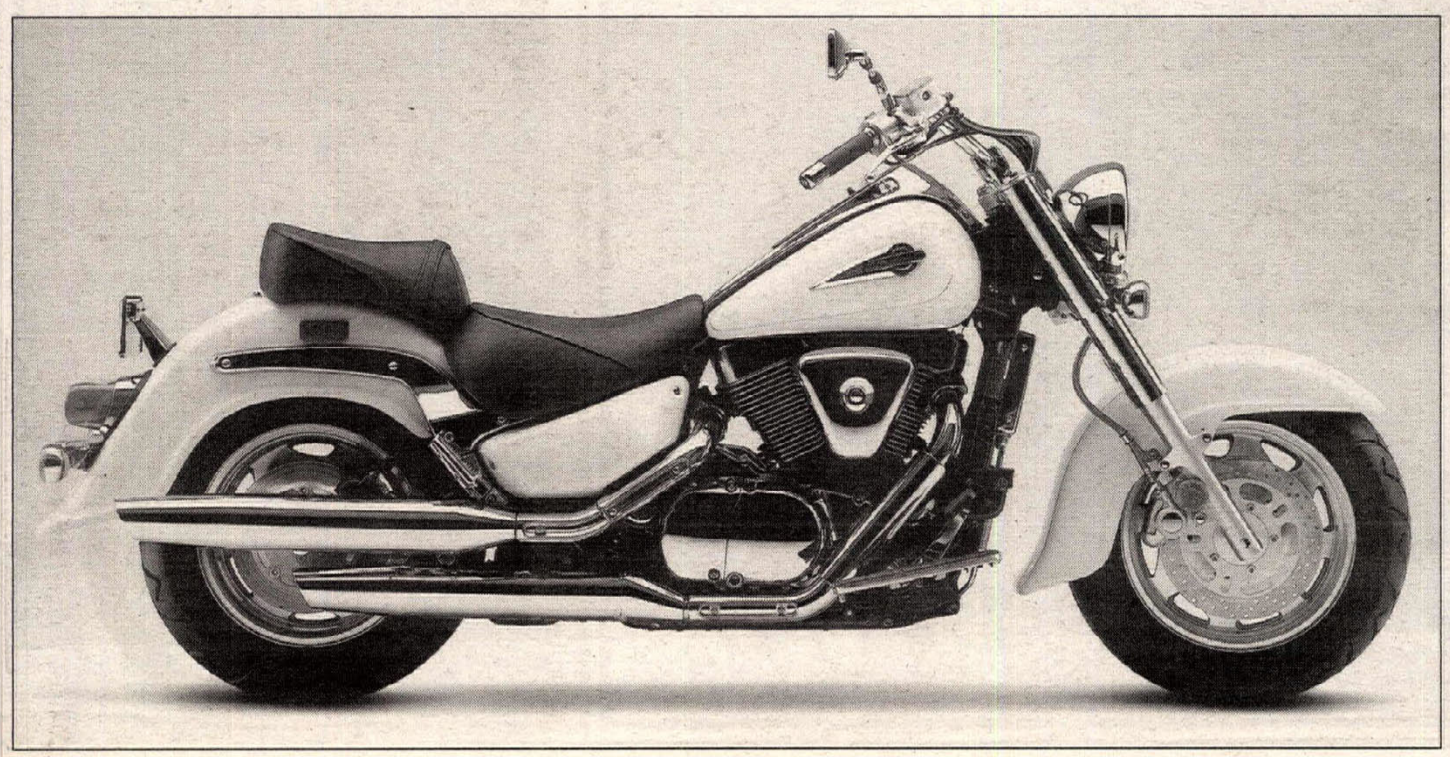
The 81 x 62.6mm four-valve cylinders of the liquid-cooled SV are fed by a pair of 39mm downdraft Mikunis and exhale through a two-into-one stainless-steel exhaust. Suzuki says the six-speed powerplant has been tuned for low- to mid-rpm power output.



Chassis geometry on the aluminum truss-style frame - reminiscent of the one used on the TL1000S - is biased toward sportiness with its 24 degrees of rake and 100mm of trail, though the riding position is said to be all comfort, with upright bars and rationally positioned footpegs. Couple that with a 55.7-inch wheelbase and claimed dry weight of 364 pounds and you should have a highly entertaining, comfortable package. True to its low-cost roots, the only suspension adjustment found on the SV650 is the seven-way spring preload collar at the rear of the single-shock machine.

The smaller GSX-Rs return for 1999 largely unchanged, though the GSX-R600 has reshaped carburetor intake funnels, revised jetting and a new ignitor-box setting said to improve high-rpm power. The GSX-R600 has a retail price of $7799, while the 750 goes $9299. CN

The $9899 Intruder LC got an LCD fuel gauge - integrated into the speedometer - for the new model year, but that's the only change for Suzuki's flagship cruiser.



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So ignore the red dirt in the middle of the pack. Stay cool and go green with the new '99 Kawasaki KX125.

Kawasaki presents you with a choice. Either devour the competition on an all-new '99 KX250, or prepare to be eaten alive. That's because the KX250 boasts over two dozen improvements that make the best 250 even lighter, faster and quicker handling.

Starting with the impressive engine, we added an electronically controlled K-TRIC Throttle Position Sensor to the new 38mm "shorty" throat PowerJet carb for improved acceleration. Acceleration you'll use for more holeshots. And we significantly lightened up the engine by cutting weight from the transmission gears and using aluminum clutch plates. We made the frame lighter but stronger with more compact dimensions and a new aluminum rear subframe.

We also gave the highly acclaimed 46mm inverted cartridge fork new lighter aluminum components and the UNI-TRAK® rear shock separate high and low speed compression adjustment that boost suspension performance to the next level.

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(Left) David Boydstun rode his Husky to victory in the Classic 500cc Expert class in what is likely to be the last-ever motocross event held at Steamboat Springs.
(Below) Dan Johns (55T) battles with Rob Poole (57Z) in Classic 250cc Expert-class action.

AHRMA Speed & Sport National Vintage MX Series, Round 11: Steamboat Motorcycle Week

ONE LAST DANCE

By Matt Benson

STEAMBOAT SPRINGS, CO, SEPT. 18

The Steamboat motocross is so flat-out overwhelming that it can be awfully difficult to focus on individual performances.

First off, it's hard to keep one's eyes off the magnificent mountains that surround the Yampa River Valley, where Steamboat is located. Stare hard at the mountains and you see high-dollar homes and condos jutting out, and there's the unmistakable swaths of ski runs cut into the mountainside. The sky is a breathtaking shade of blue, the air crisp and clear. A colorful hot-air balloon ascends in the morning air.

In the expansive, crowded (and paved!) pits are motorcycles that you've only read about. The Premier 500 grid has no fewer than a dozen BSA Gold Stars from the late 1950s and early '60s, plus the odd Matchless, Monark, Ariel and Norton. The sound from the open-pipe machines in the Twins race would rival a symphony, while the Greeves and their blooie pipes in the Premier Lightweight race make you grab for your earplugs. There are so many Honda Elsinores that it's hard to believe these motorcycles are close to 25 years old.

With over 460 entries and close to 50 classes to accommodate, every moto has a two-wave start and some races have as many as six different classes running at the same time. All those other distractions often make it hard to concentrate on who is in the lead around the long, natural-terrain track laid out in a big, bowl-shaped field.

Still, some performances at this, the last Steamboat MX, were hard to ignore. In the very first race, Classic 500cc Expert David Boydstun from Arizona rocketed away from the field on his '67 Husky 360 in his ongoing bid to earn a class championship. Among the Intermediates, Paul Havir, riding a BSA 441 Victor, had to work hard to earn his two moto wins ahead of Ken Markling in the first race and Ken Burningham in the second.

Classic 250cc Experts Dan Johns and Robert Poole put on an excellent show in the opening moto as Poole and his BSA reeled in and passed Johns' AJS for the win. After finishing third in the initial race, Rodd Lighthouse put his AJS out front and stayed there for the second moto, while Poole worked his way around Johns and into second. Poole's determined 1-2 finishes earned him the overall.

Among the geriatric set, Cork Root rode fast and smooth to a pair of wins in the Over 60 Intermediate event aboard a '74 Bultaco 250, and consistent 2-2 finishes in Premier 500cc Intermediate on a BSA B40 were good enough to earn him the overall there, too.

Premier 500cc Expert Matt Hilgenberg provided the day's most spectacular crash, giving away the first-moto lead to Monark-mounted Dick Mann. Hilgenberg dusted himself off to finish second, then rode his Rickman-Triumph to the win in the second outing to claim the overall victory ahead of Poole's 3-2 finishes.

With the Over 30 and Over 40 Experts grouped in the same race, it was impossible to tell who was racing whom. But it hardly mattered, as Don Adams battled with Morrill Griffiths and John Deemer. When the scorers sorted things out, it was Honda-mounted Adams topping the Over 30 group and Griffiths' 2-1 finishes besting Deemer's 1-2 in Over 40. In the Sportsman 250cc race, Adams took the win and Deemer was second overall.

At times there was a seven-rider group battling it out in the B split of Sportsman 500cc Intermediate. First- and second-place finishes earned local KTM rider Erich Esswein the overall, while Suzuki rider Kelly Bird came out second; third went to Bultaco-mounted Alex Reid III, and Gary Graves' excellent ride earned him just seventh overall after he was penalized a lap in the second moto for jumping the start. Graves shouldn't feel too bad, though, because even AHRMA executive director Jeff Smith got docked for anticipating the start in Over 60 Expert.

This year's Steamboat track layout was judged to be among the best ever. But what helped make it so enjoyable - a fairly steep hill where none existed previously - is also part of the undoing of this popular event. Dirt excavated from a nearby hotel construction project is being used to fill in a portion of the field to make a level spot for - what else? - more building. CN

Steamboat Motorcycle Week
Steamboat Springs, Colorado
Results: September 18, 1998 (Round 11 of 14)

PREM L/W EX: 1. Dennis Latimer (Cot).
PREM L/W INT: 1. Lynn Boyer (Gre); 2. Daniel Beher (Duc); 3. Timothy Cicora (Duc); 4. Dave Duane (Cot); 5. Kenny Sykes (Gre).
PREM L/W NOV: 1. Bill Samstag (Gre); 2. Bret Curtis (Duc); 3. Jim Cameron (BSA); 4. Wayne Rantz (Hon).
PREM 500 EX: 1. Matt Hilgenberg (Tri); 2. Robert Poole (BSA); 3. Claude McElvain (BSA); 4. Dick Mann (Mrk); 5. Terry Hyde (Ric-Mat).
PREM 500 INT: 1. Corky Root (BSA); 2. Ken Burningham (BSA); 3. Terry Pratt (BSA); 4. Dennis Moore (BSA); 5. David Breetwor (Mat).
PREM 500 NOV: 1. Hank Wenzel (Nor).
PREM TW EX: 1. Danny Davies (Tri); 2. John Sawazhki (Tri); 3. Beno Rodi (Nor).
PREM TW INT: 1. Daniel Beher (BSA); 2. Nelson Burrell (Kaw); 3. Kelly Bowthorpe (Tri).
PREM TW NOV: 1. Cliff McGaughey (H-D).
CLSSC 125 EX: 1. Kevin Pfluger (CZ); 2. Jack Baughman (Hus); 3. Ken Gerard (Hon); 4. Robert Borg (CZ); 5. Lawrence Lucia (CZ).
CLSSC 125 INT: 1. Joe Lorenzen (H-D); 2. Bob Egan (Mon); 3. David Carriker (Bul); 4. Lanny Henderson (Hod); 5. Stan Newton (Hus).
CLSSC 125 NOV: 1. Wayne Rantz (Hon); 2. Paul Jensen (Hon); 3. Phil Grundy (Puc); 4. Janet Borg (CZ).
CLSSC 250 EX: 1. Robert Poole (BSA); 2. Rodd Lighthouse (AJS); 3. Dan Johns (AJS); 4. Robert Borg (CZ); 5. Bruce Dalton (Kaw).
CLSSC 250 INT: 1. Paul Havir (BSA); 2. Gary Mikkelson (CZ); 3. Jerry Brown (AJS); 4. Kenny Sykes (Gre); 5. Jerry Sibley (CZ).
CLSSC 250 NOV: 1. Bryan Wenzel (Gre); 2. Brian Grade (Hus); 3. Phil Grundy (Oss); 4. Chris Makynen (BSA); 5. Bill Samstag (Gre).
CLSSC 500 EX: 1. David Boydstun (Hus); 2. Heath Hibbard (Hus); 3. Jim Bollingmo (Ric); 4. Steve Tucker (BSA); 5. John Geer (BSA).
CLSSC 500 INT: 1. Paul Havir (BSA); 2. Ken Burningham (BSA); 3. Gary Cochell (AJS); 4. Ken Markling (Hus); 5. David Gibson (Tri).
CLSSC 500 NOV: 1. Jeff Tulinius (BSA); 2. Brian Clark (AJS); 3. David Dean (BSA); 4. Ike Winchell (Mon); 5. Tom Van Stelle (Duc).
SPTSMN 125 EX: 1. Howard Rantz (Hon); 2. Bill Nazelrod (Hon); 3. James Smith (C-A); 4. Tommy Lee (Hon); 5. Rodney Smith (Suz).
SPTSMN 125 INT: 1. David Kantola (Yam); 2. Carl Richey (Hon); 3. Marty Yorges (Suz); 4. John Bogus (Bul); 5. Joe Anderson (Oss).
SPTSMN 125 NOV: 1. Jeff Saenger (Hon); 2. James Hanson (Hon); 3. Michael Conley (Hon); 4. Marc Pape (Hon); 5. Ellen Voermans (Hon).
SPTSMN 250 EX: 1. Don Adams (Hon); 2. John Deemer (Mai); 3. Gary Neff (Kaw); 4. Rick Sims (C-A); 5. Steve Erickson (Mon).
SPTSMN 250 INT A: 1. Joe Hardman (Yam); 2. Ronald Gitlin (Mon); 3. Bruce Patrick (Bul); 4. Gary Gibbs (Hon); 5. Andy Campbell (Hon).
SPTSMN 250 INT B: 1. Joe Linza II (Suz); 2. Dan Jackson (Yam); 3. Tom Boyd (Hus); 4. Tom Bridgess (Mai); 5. Keith Rholl (Hon).
SPTSMN 250 NOV: 1. Joel Hanson (Hon); 2. Shawn Mayo (Hus); 3. David Knoetgen (Hus); 4. Claude Perea (Hus); 5. Gary White (CZ).
SPTSMN 500 EX: 1. Tony Glassier (Mai); 2. Frank Hardman (Suz); 3. Terry Kyle (Hus); 4. Patrick Doak (Suz); 5. Wayne Sturm (Mai).
SPTSMN 500 INT A: 1. Bill Patton (Mai); 2. Scott Simonson (Tri); 3. Victor Turner (Yam); 4. Don Seidel (CZ); 5. Greg Adams (CZ).
SPTSMN 500 INT B: 1. Erich Esswein (KTM); 2. Kelly Bird (Suz); 3. Alex Reid III (Bul); 4. John Lambrick (BSA); 5. Brad Waterland (Hus).
SPTSMN 500 NOV: 1. Lynn Shoup (CZ); 2. Marc Locke (Hus); 3. Bob White (Mai); 4. Steve Luck (Yam); 5. Tom Johnson (Hus).
SPTSMN TW EX: 1. David Lindeman (Yam); 2. Terry Hyde (Ric-Tri); 3. David Dewoina (Tri); 4. Bob Burkler (Yam).
SPTSMN TW INT: 1. Jamie Jenny (BSA); 2. Stanley Trulock (Yam); 3. Steve Doyle (Yam); 4. Graham Foster (Ric-Tri); 5. Rick Armstrong (Yam).
SPTSMN TW NOV: 1. Mark Boyd (Yam); 2. Bill Rianda (Tri); 3. Gary Leiker (Yam).
WMN EX: 1. Peggy Cozart (Hon).
WMN INT: 1. Janet Borg (CZ); 2. Heather Larson (CZ); 3. Debbie Poole (CZ).
WMN NOV: 1. Angie Linza (Suz); 2. Ellen Voermans (Hon); 3. Betsy Crotts-Thombs; 4. Marcelle Dalton (Kaw).
30+ EX: 1. Don Adams (Hon); 2. Dave Leahy (Yam); 3. Mark Hyde (Suz).
30+ INT: 1. Gary Egloff (Mai); 2. John Lambrick (BSA); 3. Bruce Patrick (Bul); 4. Carl Keller (Bul); 5. Zane Smith (Hus).
30+ NOV: 1. Lynn Shoup (CZ); 2. Scott McMinn (Hon); 3. Leif Myhre (Suz); 4. Jim Barker (Hus); 5. David Williams (C-A).
40+ EX: 1. Morrill Griffiths (Yam); 2. John Deemer (Mai); 3. Bryan Fox (CZ); 4. Jean Ramsay (Mai); 5. Pat Leahy (Kaw).
40+ INT A: 1. Ray Winward (Mai); 2. Tim Kennedy (Bul); 3. Preston Cooper (CZ); 4. Ken Markling (Hus); 5. Terry Hess (Mai).
40+ INT B: 1. Bill Patton (Mai); 2. John McClelland (Yam); 3. Ray Arndt (Mai); 4. Wes Willis (Hus); 5. Erich Esswein (KTM).
40+ NOV: 1. Bill Huff (Hon); 2. Larry Williams (Mai); 3. Bill Stamey (CZ); 4. Lindell Weaver (Hon); 5. Dal Smilie (Hon).
50+ EX: 1. Victor Barlish (Mai); 2. Rick Williams (CZ); 3. Lawrence Lucia (CZ); 4. Jean Ramsay (Mai); 5. John Huegel (Yam).
50+ INT A: 1. Randy Montgomery (CZ); 2. Leland Loper (Oss); 3. Louis Snedden (BSA); 4. Roger Dowden (Oss); 5. Bill Moore (Mai).
50+ INT B: 1. Terry Pratt (CZ); 2. Roy Maley Jr. (Mai); 3. Dennis Spencer (Bul); 4. Tom Boyd (Hus); 5. R. Glenn McMinn (Mai).
50+ NOV: 1. Robert Balderston (Hus); 2. Dal Smilie (Hon); 3. David Webster (Hus); 4. Ed Niebch (CZ); 5. Charles Goman (Oss).
60+ EX: 1. Steen Hansen (BSA); 2. Jeff Smith (BSA); 3. John Rice (Hus); 4. Bill McClinton (BSA).
60+ INT: 1. Corky Root (Bul); 2. Ed Ott (Yam); 3. Roy Maley Jr. (Mai); 4. Tom Ramey (Hus); 5. Dick Hedwall (CZ).
60+ NOV: 1. George Labenz (Yam); 2. Bill Decker (BSA); 3. Melvin Shapiro (Oss); 4. Kenneth Winward (Yam); 5. Jim Cameron (BSA).

AHRMA Progressive Suspension Historic Cup Series, Round 15: Steamboat Motorcycle Week

THRILLING END TO AN ERA

By Matt Benson

STEAMBOAT SPRINGS, CO, SEPT. 19

AHRMA's street racing at Steamboat Springs went out with a blaze of glory. Fittingly, the best race of the day was also the last - 500cc Premier, listed on the program as the feature event.

After 18 years of true road racing at this Colorado ski resort, unrelenting development along the streets used for

the event convinced organizers that it's no longer practical or safe to hold the race (see accompanying story). As a result, the final Steamboat attracted record of more than 350 AHRMA entries for a day of racing under sun-drenched skies.

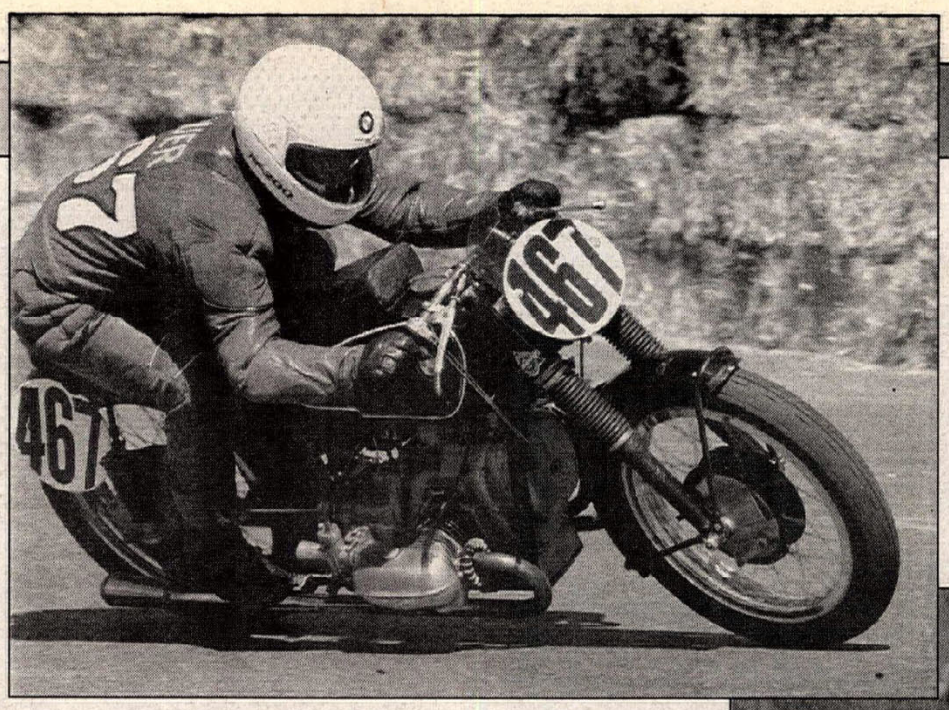
Ralph Auer and his '61 BMW 500 nailed the holeshot in the 500cc Premier race, but Adam Popp was in the lead by the second lap on the Heritage Racing '67 Honda 450. Peter Homan, riding another Honda 450, ducked under Auer in turn one at the start of the second lap, and Larry Poons soon took over third from Auer with his Matchless-powered Seeley Condor.

Poons next moved past Homan to form a tight three-rider pack led by Popp. Auer was close behind, followed by Jeff Elings on a Matchless G50. Before four of the race's eight laps were completed, however, Gordon Cooper fell in turn nine and brought out the red flag.

Homan was first into turn one on the restart, and he stayed there for nearly three laps before Popp again motored to the front. Homan then found himself in a back-and-forth race for second with Auer and Poons. Unfortunately, Homan slowed with machine problems, finishing an eventual 14th, and Auer and Poons set off in pursuit of Popp.

As the trio battled for the remaining three laps, Rodd Lighthouse held down a solid fourth, ahead of English Norton Manx replica builder Andy Molnar on a machine of his own creation usually raced by Canadian Jay Richardson. Then came a dice between Elings and Rusty Lowry, gamely riding Craig Breckon's Ducati 350 single to seventh after his own Harley-Davidson KR750 never arrived at Steamboat.

The lead belonged to Popp for the remainder of the race, but at the checkered flag there was plenty of drama in the race for second. Viewing the action at an angle from the pits, it looked as though Poons just nipped Auer at the finish line, but from the scorers' position, it was actually the BMW rider hanging on to second by about a wheel length.



That win capped off a very productive day for Popp. Even though he decided to skip the Formula 750 race when he sensed a problem with the CR750 Honda on the warmup lap, Popp was the man to beat in Formula 500 and Formula Vintage on a Honda CB400-based machine. After being defeated by Popp in the Formula 500 race, Dave Rosno had his Powerhouse Racing Honda four ahead of Popp and was opening a small gap when on the fifth lap Rosno pulled off with machine problems. Second then went to Glenn Campbell on a BMW 750.

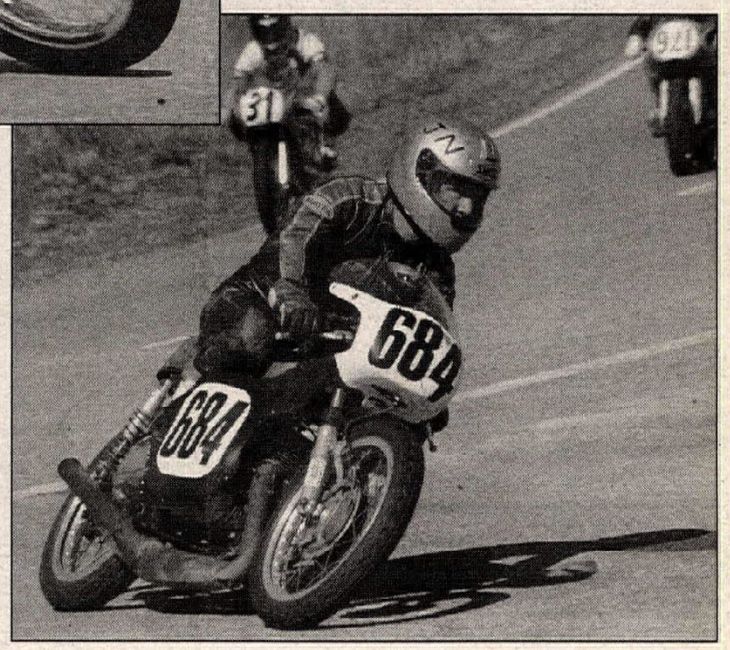
There were four double vintage-class winners for the day. One was Jim Neuenburg, who rode his '68 Bultaco 250 to wins in 250 and 350cc Grand Prix. The 350cc race was the closer of the two, with the Californian chased to the checkered flag by Ducati-mounted Breckon and John Demoisey on a Triumph.

Elings, meanwhile, captured Formula 250 on a Yamaha and Classic 'Sixties aboard a '56 Matchless. Behind Elings, Fred Mork used his ex-Dick Mann Matchless G50 to come out ahead in a scrap with Virgil Elings on an AJS 7R and John Cygnor on a '53 Harley-Davidson 750.

Auer's two wins came in Pre-1940 and the Class C foot-shift division, both on a 1939 BMW 500. In the latter event, Norbert Nickel took second on his BMW after a good scrap with Mork and his Norton Manx. Doc Batsleer, on his '36 Indian Scout, was the Class C handshift winner and Pre-'40 runner-up.

Homan's Honda 450-powered double came in the Sportsman classes, first in the 500cc division ahead of the BSA 500 of Paul Shoen and then in 750cc after dicing with Rodd Lighthouse (on a Triumph) and Campbell (on a BMW). The other Sportsman class, 350cc, went to Tim Sheedy, who spent the race reeling in and getting around defending champ Tim Stancill. Both were on Honda twins.

(Above) Ralf Auer gets down to the business of winning the Pre-1940 and Classic C Footshift classes in road racing action from Steamboat Springs. (Right) Jim Neuenburg rode his Bultaco to wins in both 250 and 350cc GP on the Steamboat Springs street circuit.



The Formula 750 class was won by Will Harding and his Honda CR750, after he chased down early leader Cal Lewis on a Norton 750.

Jeff Nash and Jonathan Glaefke were the double winners in AHRMA's modern-bike classes. As Nash jetted his Ducati to the Super Mono win, Kelly Newman, on his Rotax machine, was engaged in a good battle with Craig Wright on a BBM, with Wright holding the advantage. However, on the last lap, Wright pulled off the track and second place went to Newman.

Sound of Thunder/BEARS, meanwhile, was a contest between Nash on his 572cc Supermono and Randy White on a Ducati 900 twin. And it was Nash hanging on to the lead on a course where nimble singles have as much of a chance of victory as a muscular twin.

Glaefke rode his TL1000 Suzuki to the Battle of the Twins Formula One win ahead of a good race between Jim Brewer and Randy White. In Battle of the Twins Open, White and Glaefke ran

The last of the iron men

Going into this year's Steamboat Motorcycle Week, it didn't seem possible that the 18th edition could also be the last. Sure, there were the reports that the construction of a large new hotel and additional residential and commercial development would soon make it impractical to keep shutting down the streets of the ski-resort village for two days of motorcycle racing each September. And we had all heard that the large, bowl-shaped field used for the motocross also would fall victim to the seemingly relentless march to put a building on every piece of open space in Steamboat.

The reality, however, could be seen in the huge construction cranes, the massive amounts of dirt that already have been moved, and the new condos that continue to spring up everywhere. Although there is serious talk of constructing a "multi-purpose facility" that would allow for motor racing somewhere in the vicinity (all that's needed is money!), the essence of Steamboat - not just the last true road race in the United States, but a street race with a gorgeous Rocky Mountain backdrop - is gone forever.

Steamboat 1998 was a bittersweet affair, with record entries, wonderful old machines and great racing mixed with the realization that none of this would happen here, like this, again.

For the past several years, a popular feature of Steamboat has been AHRMA's Iron Man award. With four types of competition occurring over four days, it was only natural that people would start attempting to do everything. When they did, AHRMA began recognizing the rider who scored best in three of the four disciplines - dirt track, observed trials, motocross and road racing. Several years back, one rider, Rick Doughty, went so far as to do all four events on the same BSA Gold Star. The Steamboat Iron Man trophy has been a revolving award with the winners' names engraved on it, but whoever won the cup in 1998 would get to keep it permanently.

Nineteen riders were in the Iron Man running this year, and seven of them signed up for all four types of competition. One of these do-it-all competitors was John LeFevre, who also happened to be entering his first-ever dirt track and trial. Like the others, LeFevre had a different machine for each discipline, but in his case all of them were pre-1968 four-speed Husqvarnas known as bolt-togethers because of their separate rear subframe. The choice of marques was a given for LeFevre, who runs the San Marcos, California, vintage Husky race and restoration shop Concours Classic.

LeFevre's main competition was seen to be Mark Erickson, a Honda rider from Nederland, Colorado, and last year's Iron Man, Utah CZ racer Robert Borg. Both LeFevre and Erickson left the Wednesday Classic Bike dirt track with class wins and the maximum 1000 points apiece, while Borg carded a fourth-place finish in his class. During Thursday's Speed & Sport trial, LeFevre further strengthened his position with a third, even though he had to ride as an Expert because he's also an Expert-ranked motocrosser.

Finally in his natural element for the Friday Speed & Sport MX and leading the points, LeFevre managed to make things more difficult for himself. After finishing fourth in the opening Sportsman 500cc moto, he crashed the second time out. And so instead of collecting second-place points for the day, he had to settle for sixth. Still, while LeFevre continued to inch away from Borg and Erickson, the day-three points lead was taken away by John McClelland, who had carded two seconds and a third.

McClelland, however, was finished with his week, while the others continued on to Saturday's Progressive Suspension road racing. In 250cc Grand Prix, LeFevre, new this season to road racing, placed third, one position ahead of Borg. While Borg was out of contention for the trophy, Rodd Lighthouse rocketed up the standings with a second-place finish in Sportsman 750, and some quick calculating showed that Erickson could win the thing with a victory in Sound of Thunder, the day's next-to-last race.

It didn't happen. Instead, LeFevre took the title with 2400 points to McClelland's 2260, followed by Lighthouse at 1965, Erickson with 1923, Beno Rodi with 1775 and Borg getting sixth with 1770 points.

The last of the Iron Men - John LeFevre

Though LeFevre made a serious bid for the title, building the dirt tracker and trialer specifically for the event, he didn't arrive at Steamboat thinking he had much of a chance of winning.

"But when I won my dirt track class, I got to thinking, 'Maybe I do have a shot at it,'" he said. "It was a lot of work, but man, was it a gas!"

John LeFevre is the last of the Steamboat Iron Men, but he's probably not the last of the Iron Man breed. If the details fall into place, AHRMA will offer a Steamboat-style week in the Salt Lake City-area resort town of Park City during 1999.

(Left) Beno Rodi (27), Henry Nonnenmacher (4T) and Gordon Menzie (20X) do battle in the Classic 500/750cc class during vintage dirt track racing action at Hayden Speedway.
(Above) James Tumlin (24L) won in the Sportsman 750cc class, topping Fred Cuba.

most of the race side by side before Glaefke opened a small margin and held on to it to the checkers.

Jonathan Hord put his Honda Hawk-based machine into second behind David Kieffer's Buell in Battle of the Twins Formula Two, then captured Battle of the Twins Formula Three ahead of John Clemens.

Super Mono Two was initially a close race between class champ Norman Lastovica on a BBM 500 and Jim Marchbank on a Yamaha SR500. However, late in the race, Lastovica started experiencing bike problems and losing positions, leaving Marchbank to run alone. Mark Hatten was second on another Bare Bones Machine, and Andy Molnar was credited with fourth on, of all things, a 1962 Norton Manx replica after Tom Melesky was DQed. Fourth went to Stuart Carter on another piece of vintage iron, a '62 Matchless 500. CN

Steamboat Motorcycle Week
Steamboat Springs, Colorado
Results: September 19, 1998 (Round 15 of 17)

200 GP: 1. Corey Rusk (Duc); 2. Ken Lighthouse (BSA); 3. Byron Blend (Hon); 4. George Gramlich (Hon); 5. John Haberbosch (Mon).
250 GP: 1. Jim Neuenburg (Bul); 2. Larry Poons (Duc); 3. John Lefevre (Hus); 4. Robert Borg (CZ); 5. Byron Blend (Hon).
350 GP: 1. Jim Neuenburg (Bul); 2. Craig Breckon (Duc); 3. Johnny Demoisey (Tri); 4. John Lefevre (Hus); 5. Lon McCroskey (AJS).
500 PREM: 1. Adam Popp (Hon); 2. Ralph Auer (BMW); 3. Larry Poons (See); 4. Rodd Lighthouse (BSA); 5. Andy Molnar (Nor).
PRE-1940: 1. Ralph Auer (BMW); 2. Doc Batsleer (Ind); 3. Beno Rodi (Nor).
CL C FOOT: 1. Ralph Auer (BMW); 2. Norbert Nickel (BMW); 3. Fred Mork (Nor); 4. Beno Rodi (Enf); 5. Lonnie Harmon (Tri).
CL C HAND: 1. Doc Batsleer (Ind).
CLSSC 1960s: 1. Jeff Elings (Mat); 2. Fred Mork (Mat); 3. Virgil Elings (AJS); 4. John Cygnor (H-D); 5. Lon McCroskey (AJS).
F-125: 1. Mark White (Hon); 2. Clair Saam (Yam).
F-250: 1. Jeff Elings (Yam); 2. Tupper Robinson (Bul); 3. Clair Saam (Yam); 4. John Easton (C-A); 5. Bob White (Yam).
F-500: 1. Adam Popp (Hon); 2. Dave Rosno (Hon); 3. Jim Neuenburg (Bul); 4. David Wright (Yam); 5. Mark White (Suz).
F-750: 1. Will Harding (Hon); 2. Cal Lewis (Nor); 3. Dave Russell (BSA); 4. Michael Haracourt (Tri); 5. Jon Schultz (H-D).
F-VINT: 1. Adam Popp (Hon); 2. Glenn Campbell (BMW); 3. Mark White (Suz); 4. John Magyar (Nor); 5. Cal Lewis (Nor).
SPTSMN 350: 1. Tim Sheedy (Hon); 2. Tim Stancill (Hon); 3. Greg Tagaris (Duc); 4. Peter Hipp (Hon); 5. Robert Brooks (Hon).
SPTSMN 500: 1. Peter Homan (Hon); 2. Paul Shoen (BSA); 3. Tim Sheedy (Hon); 4. Ken Lighthouse (BSA); 5. Greg Tagaris (Duc).
SPTSMN 750: 1. Peter Homan (Hon); 2. Rodd Lighthouse (Tri); 3. Glenn Campbell (BMW); 4. Matt Burge (Yam); 5. David Dickerson (BSA).
S/MONO 3: 1. Michael Gontesky (BBM); 2. Stuart Carter (Duc).
S/MONO 2: 1. Jim Marchbank (Yam); 2. Mark Hatten (BBM); 3. Andy Molnar (Nor); 4. Stuart Carter (Mat); 5. Todd Thelin (Yam).
S/MONO: 1. Jeff Nash (Duc); 2. Kelly Newman (Rtx); 3. Mark Cummings (Duc); 4. Keith Wakefield (BMW); 5. Mark Erickson (KTM).
SOS 2-STK: 1. John Beldock (Hon); 2. Nate Franson (Hon); 3. Gabe Covarrubias (Hon); 4. Richard Bonelli (Yam).
SKORPION: 1. Dave Rosno (MuZ); 2. David Fulkerson (MuZ).
BOT F-3: 1. Jonathan Hord (Hon); 2. John Clemens (Yam); 3. Tyler Sandell (Kaw); 4. Will Harding (Guz); 5. Jim Gilpatric (Kaw).
BOT F-2: 1. David Kieffer (Bue); 2. Jonathan Hord (Hon); 3. Norman Lastovica (Duc); 4. Will Harding (Guz); 5. Billy Click (Duc).
BOT F-1: 1. Jonathan Glaefke (Suz); 2. Jim Brewer (Duc); 3. Randy White (Duc); 4. Kevin Burgess (Suz); 5. David Janeczko (Suz).
BOT OPEN: 1. Jonathan Glaefke (Suz); 2. Randy White (Duc); 3. Kevin Brown (Suz); 4. David Janeczko (Suz); 5. George Schroeder (Duc).
BOT 2-STK: 1. Bruce Bille (Yam); 2. Art Farley (Yam); 3. David Wright (Yam).
SOT/BEARS: 1. Jeff Nash (Duc); 2. Randy White (Duc); 3. Jonathan Glaefke (Suz); 4. David Kieffer (Bue); 5. Jim Brewer (Duc).

AHRMA Classic Bike Magazine Dirt Track Series, Round 15: Steamboat Motorcycle Week

Ortega, Tumlin Do the Double

By Matt Benson

HAYDEN, CO, SEPT. 16

Bring together series regulars from all corners of the nation, mix in a few hotshoes from the Rocky Mountain area, throw the 80 entries together on a rough little oval, and the result is bound to be interesting and unpredictable. And that is what it was for the opening event of the Steamboat Motorcycle Week, as California Bultaco pilot Maurice Ortega, Colorado's Honda-mounted Mark Erickson, and Georgian James Tumlin and his Triumph 750 put on quite a show before a fairly large crowd.

First up were the Dinosaurs, and defending champion George Wills quickly moved his hand-shifting 1948 Harley WR around Gordon Menzie's '51 Royal Enfield. The Manhattan, Illinois, rider never looked back, while Beno Rodi, on another Enfield, gradually moved closer and closer to Menzie. At the checkered flag, however, it was still Wills, Menzie and Rodi.

Ortega's first win came in Classic 250, which began as a battle with the class champ, Ohio's John Bova, also on a 1967 Bultaco 250. Californian James McMurren soon moved his '66 Harley-Davidson Sprint up to make it a three-way race for the lead. Ortega warded off McMurren's determined bids for the lead, and Bova finished a close third.

One observer described the Hayden Speedway as a round motocross track, which suited dirt track newcomer John LeFevre and his rather unlikely mount, a '67 Husqvarna 360, to a tee. The California Husky specialist, making his bid for the Steamboat Iron Man award by competing (on a Husqvarna, of course) in all four types of competition, chose an outside line to ride around Rodi's Royal Enfield 500 and Henry Nonnenmacher's Harley Sprint to lay claim to the lead by the halfway mark. Although Rodi hung close to LeFevre, the Husky rider was not about to relinquish his lead.

The bikes with brakes took to the track next, and the Sportsman 250cc class turned out to be an excellent battle between Ortega and Erickson. They spent most of the eight-lap final riding side by side, with Ortega arriving at the checkered flat half a bike length ahead of the Honda CR250 rider. Third went to Gary Neff on a '74 Kawasaki 250, who successfully held off Robert Griffin on a Bultaco and Yamaha-mounted Frank Hardman.

Ortega and Erickson lined up next to one another for the Sportsman 600cc final, and it was the Bultaco rider grabbing the holeshot and the Coloradan making up ground. Erickson soon closed the gap and on the sixth of eight laps rode his Honda XL350 around Ortega's 360 Bultaco in turns one and two to take the lead. The final lap was a frantic affair, and Ortega wound up on the ground after the checkered flag as he unsuccessfully tried to keep his second spot from John McClelland's Yamaha. Brad Holt finished a tight fourth.

Senior-class champion Gary Brennan grabbed the holeshot on his Triumph thumper, hounded by Tim Wolf of Arvada, Colorado, riding a Yamaha 750. The Illinois racer looked as though he would hold off Wolf, but on the final lap he ran wide in turn three, allowing Wolf to snatch the lead and win the sprint to the checkered flag. Third was Texan Gerald Jessup on a BSA B50.

In the nonchampionship Veteran class for riders over age 35, Hardman led initially, but Tumlin and Norton-mounted Arnie Mahnke soon displaced him to third. The man on the move, however, was Erickson, who worked his way up to second but couldn't quite get close enough to Tumlin to make a serious bid for the lead.

All warmed up from the Vet race, Tumlin grabbed the Sportsman 750cc lead and kept his Triumph 750 there all race, despite pressure from Fred Cuba, also on a Triumph twin. Colorado rider Rip Raygor came out the winner of a four-way race for the third position. CN

Hayden Speedway
Hayden, Colorado
Results: September 16, 1998 (Round 15 of 18)

DINO: 1. George Wills (H-D); 2. Gordon Menzie (Enf); 3. Beno Rodi (Enf); 4. Dennis Clark (H-D); 5 Craig Nesshoefer (Tri).
CLSSC 250: 1. Maurice Ortega (Bul); 2. James McMurren (H-D); 3. John Bova (Bul); 4. Robert Borg (CZ); 5. David Dean (Oss).
CLSSC 500/750: 1. John LeFevre (Hus); 2. Beno Rodi (Enf); 3. Henry Nonnenmacher (H-D); 4. Jeff Tulinuis (BSA); 5. Gordon Menzie (Enf).
SPTSMN 250: 1. Maurice Ortega (Bul); 2. Mark Erickson (Hon); 3. Gary Neff (Kaw); 4. Robert Griffin (Bul); 5. Frank Hardman (Yam).
SPTSMN 600: 1. Mark Erickson (Hon); 2. John McClelland (Yam); 3. Maurice Ortega (Bul); 4. Brad Holt (Bul); 5. Craig Breckon (Tri).
SPTSMN 750: 1. James Tumlin (Tri); 2. Fred Cuba (Tri); 3. Rip Raygor; 4. Eddie Baldizan (Yam); 5. David Uden (Tri).
SR: 1. Tim Wolf (Yam); 2. Gary Brennan (Tri); 3. Gerald Jessup (BSA); 4. Fred Brown (C-A); 5. Terry Hyde (Ric-Tri).
VET: 1. James Tumlin (Tri); 2. Mark Erickson (Hon); 3. John McClelland (Yam); 4. Arnie Mahnke (Nor); 5. Eddie Baldizan (Yam).

AHRMA Speed & Sport National Vintage Trials Series, Round 12: Steamboat Motorcycle Week

Smith's Steamboat

By Matt Benson

STEAMBOAT SPRINGS, CO, SEPT. 17

AHRMA's biggest-ever trial attracted over 160 riders, and Michigan's James Smith rode his Honda TL four-stroke to a hard-fought win in one of the day's two largest and always one of the most competitive classes - Modern Classic Intermediate. Smith bested 28 other contestants to post a score of 19, four marks ahead of fellow Honda rider Joe Hardman and six better than third-place finisher Alfredo Rodil on a Yamaha.

Starman Productions' Mike Fenner designed 12 challenging sections in a municipal park across the Yampa River from downtown Steamboat Springs. Befitting a ski town, Howelsen Park prominently features a world-class ski jump, and the sections were scattered around the flanks of the steep hill. Half of the sections were an easy walk from the pits, attracting large throngs of spectators - a pleasant change from many trials.

The sections - bearing names such as "Trees of Mystery," "Over the Bars" and "Shady Lane" - offered riders a bit of everything: rocks, logs, narrowly spaced trees, climbs, off-cambers and even some mud. If there was any one characteristic common to every section, it was the dry, loose soil.

Unlike Steamboats of the past, there was absolutely no rain for this event. Also unlike previous events, Fenner did his best to alleviate traffic jams by further spreading out the sections. Still, some riders failed to pace themselves properly, or didn't move on to another section when encountering a long line, and wound up running out of time before completing their three trips around the loop.

After losing nine points on his first loop, Smith rode consistently, dropping just five marks apiece the second two times around. Meanwhile, in the Modern Classics Expert division, Tracy Zentz put in an outstanding performance on the difficult one line (each section is split into four lines to accommodate several decades of machines and three rider-skill levels). The Montesa rider lost just eight marks, far outpacing second-place finisher Graham Foster and his score of 50.

The victory in the Modern Classic Novice class, which had 50 entrants, went to Joseph Pinney, who dabbed once on his first loop before turning in two unmarked cards. Behind the Yamaha rider came Tony Asnicar on a Bultaco and David Kantola on a Honda, scoring two points each, followed by Robert Kirk and Kevin Kelley with three marks apiece.

The Premier Lightweight class, dominated by British two- and four-strokes, is another of AHRMA's toughest. On this day, Cotton-mounted Ken Burningham edged out AHRMA executive director (and former British Trials Champion) Jeff Smith on a BSA C15 by a score of 20 to 24 in Premier Lightweight Expert. Dennis Brown lost a mere four points on his Greeves in the Intermediate class, while Doug Shepard, also aboard a Greeves, turned in a score of six to take the Novice division.

Series sponsor Matt Hilgenberg earned the Premier Heavyweight Expert win with a score of 11 on his Ariel, while Ron Winget's BSA Gold Star took the Intermediate and Matchless-mounted Jim Bollingmo was the top Novice. If there were a long-distance award, it would have gone to T.V. Myers, who came from Australia to take delivery of a Dick Mann-built Gold Star just two days before riding to fourth place in Premier Heavyweight Novice.

The Classic Expert class was notable for a couple of reasons. One was the close battle for the win between Greeves rider Bob Ginder and Dennis Burnett on a rare GRM. Ginder edged out Burnett by a single point, 21-22, after the latter had a bad third loop and Ginder turned in his day's best card.

The class also included three riders vying for the Steamboat Iron Man award: John LeFevre, Robert Borg and Brad Kennard. Although none of them are normally Expert-level trials riders, the Iron Man rules require that contestants ride at their highest skill level in all events, and all three are ranked as Experts in AHRMA motocross. LeFevre, making his debut as a trials rider and entering on the first Husqvarna trialer that most people had ever seen, distinguished himself with a third-place finish in Classic Expert, while Ossa-mounted Kennard was fourth and Borg was fifth with his Saracen. The points totals weren't anything to write home about, but when you're going for your best finishes in three of Steamboat's four types of AHRMA competition, it's the position that counts the most, and LeFevre picked up a valuable advantage on his way to the Iron Man title. CN

Howelsen Park
Steamboat Springs, Colorado
Results: September 17, 1998 (Round 12 of 17)

GIRDER EX: 1. Dick Hedwall (BSA, 46 pts).

RIGID EX: 1. Mike Fenner (BSA, 12); 2. Jamie Jenny (BSA, 19).

RIGID NOV: 1. Lynn Boyer (Tri, 30).

PREM L/W EX: 1. Ken Burningham (Cot, 20); 2. Jeff Smith (BSA, 24); 3. Evan Wilcox (BSA, 30); 4. Brid Caveney (Tri, 45);

PREM L/W INT: 1. Dennis Brown (Gre, 4); 2. Claude McElvain (BSA, 19); 3. Rob Stickler (Tri, 24); 4. Harold Heitmiller (BSA, 30).

PREM L/W NOV: 1. Doug Sheperd (Gre, 6); 2. Don Kelley (Tri, 12); 3. Jim Sprafke (Gre, 21); 4. Laf Young (Tri, 32); 5. Jim Cameron (BSA, 42).

PREM H/W EX: 1. Matt Hilgenberg (Ari, 11); 2. Derek Belvoir (Vel, 27); 3. Beno Rodi (Mat, 40); 4. Rodd Lighthouse (Ari, 48).

PREM H/W INT: 1. Ron Winget (BSA, 17); 2. Don Richardson (BSA, 21); 3. Clint Welsh (AJS, 163).

PREM H/W NOV: 1. Jim Bollingmo (Mat, 8); 2. Dan Wilson (BSA, 10); 3. Fred Mork (Enf, 13); 4. T.V. Myers (BSA, 58).

CLSSC EX: 1. Bob Ginder (Gre, 21); 2. Dennis Burnett (GRM, 22); 3. John LeFevre (Hus, 138); 4. Brad Kennard (Oss, 170); 5. Robert Borg (Sar, 215).

CLSSC INT: 1. Mike Parsley (GRM, 15); 2. Dan Vitaletti (Gre, 69).

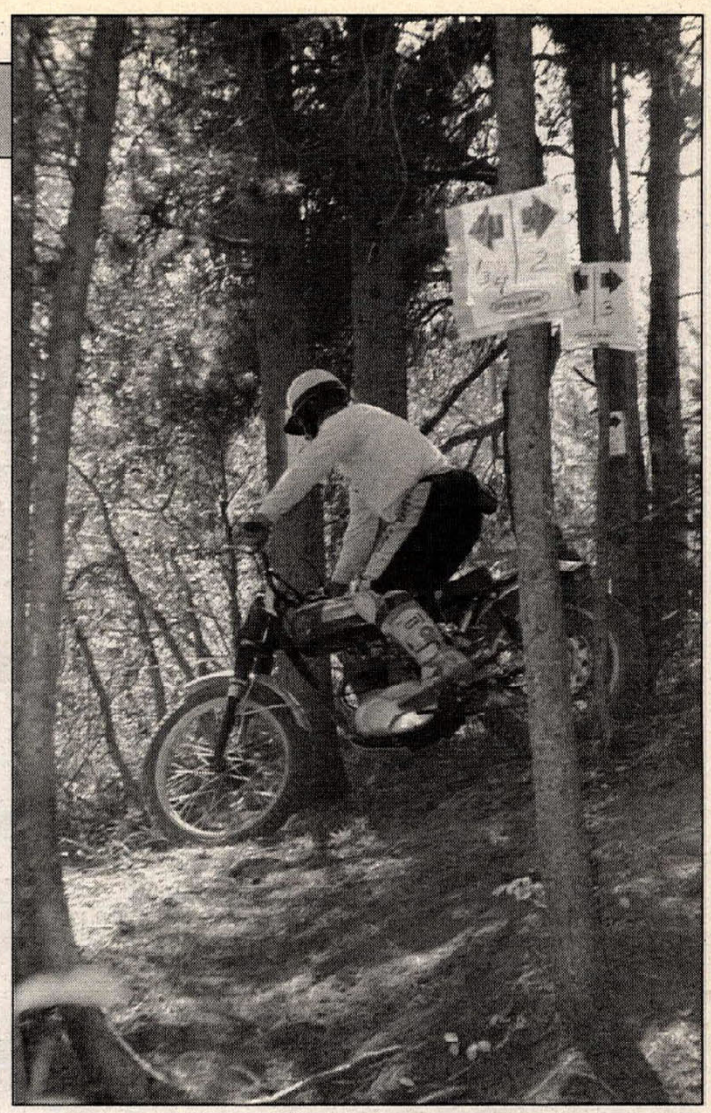
CLSSC NOV: 1. David Webster (Bul, 59); 2. Don Fromm (Cot, 60).

MOD CLSSC BEG: 1. Kevin Dowler (Yam, 1); 2. Tom Johnson (Yam, 8); 3. M. Bruce Waters (Mon, 9); 4. Gil Arenaz (Kaw, 9); 5. Mike Vaillancourt (CZ, 12).

MOD CLSSC EX: 1. Tracy Zentz (Mon, 8); 2. Graham Foster (Mon, 50); 3. Dwayne Hall (Suz, 57); 4. Jim Marchbank (Hon, 65); 5. Brian Mckenna (Hon, 97).

MOD CLSSC INT: 1. James Smith (Hon, 19); 2. Joe Hardman (Hon, 23); 3. Alfredo Rodil (Yam, 25); 4. John McClelland (Suz, 28); 5. Jared Bates (Mon, 34).

MOD CLSSC NOV: 1. Joseph Pinney (Yam, 1); 2. Tony Asnicar (Bul, 2); 3. David Kantola (Hon, 2); 4. Robert Kirk (Yam, 3); 5. Kevin Kelley (Yam, 3).



Current AHRMA director and former World Champion Jeff Smith negotiates a section en route to finishing second in the Premier Lightweight Expert class.

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DUCATI

Rickardsson, Gollob close the show

By John Hipkiss

BYDGOSZCZ, POLAND, SEPT. 18

Super Swede Tony Rickardsson made no mistake, as he was crowned World Champion for the second time after the World Championship series finale Polish GP in the city of Bydgoszcz - but most of the celebrations were for home favorite Tomasz Gollob, who won his home round to underline his World-class ability, though Rickardsson was always in the driver's seat.

It was a nightmare for 1996 World Champion Billy Hamill, who crashed out in his first ride and was taken to the hospital with a back injury. He also lost his automatic qualifying place for next year's Grand Prix series and - if fit - he must now go to the Grand Prix Challenge to qualify.

That allowed Ryan Sullivan of Australia the chance to qualify - and he did so with an impressive display, as he finished on the rostrum.

Reigning champion Greg Hancock was clearly affected by the injury to Hamill, despite making a great start. He went out in heat 19 without making an appearance in the final event.

PRE-MAIN EVENT

Fans were made to wait a long time through a combination of crashes and technical difficulties in the early stages of the event, with GP race director Ole Olsen in a state of panic because of strict TV schedules throughout Europe.

In the very first race, a rerun was necessary when the tapes stayed down on the outside, which left home favorite Jacek Gollob trapped! And when they tried again, Gollob ended up in the fence coming out of the second turn at high speed, but he was allowed back in the rerun. Gollob was lucky, as there was clearly no contact with rival Sebastian Ulamek, and therefore it had been Gollob who caused the stoppage of the race. Hans Nielsen kept his cool to win the rerun, and Gollob picked himself up well to challenge in second place.

Stefan Danno was an impressive winner of heat two, and Brian Andersen was forced to work hard to pass World Under 21 Champion Robert Dados for third place.

Hamill's night was over before it had started when he clashed with Jason Crump in the first turn of heat three and hit the fence, with his back taking most of the impact. Crump suffered a dislocated shoulder but was able to take his place in the rerun. But there was grave concern for Hamill.

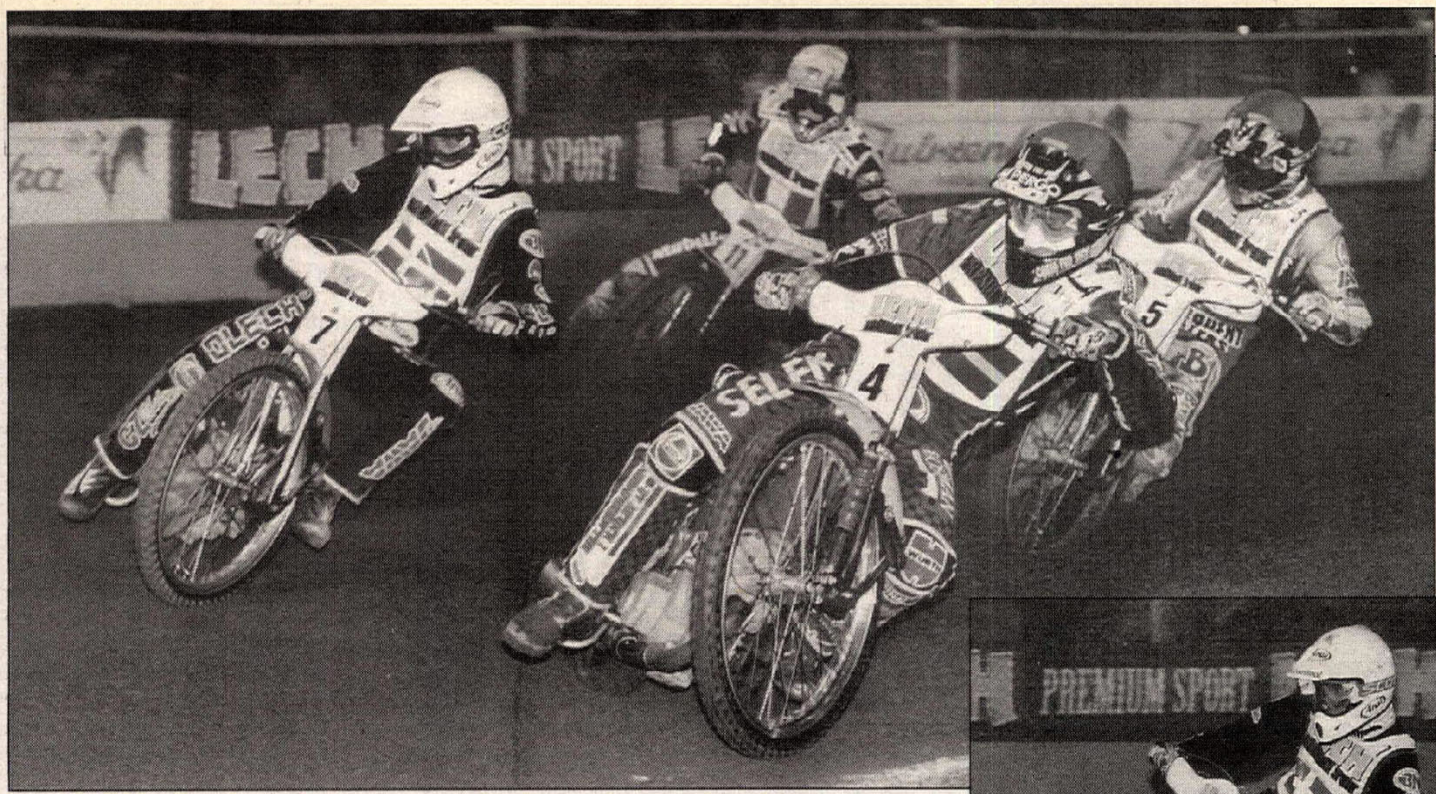
Crump displayed great character, winning the rerun after having his shoulder put back in place. He also used tape to keep it in position!

There was little incident to report in heat four, in which Italian star Armando Castagna made an impressive start and pulled clear of adopted Pole Andy Smith, who rides for the Bydgoszcz club.

Jesper B. Jensen and Dados were the first two riders to be eliminated in heat five, with Toni Kasper looking impressive and leading home Craig Boyce. This was followed by a good win for Brian Andersen in heat six, but only after yet another rerun, as Zoltan Adorjan was sent crashing into the fence, only to pick himself up and finish second.

Crump again provided plenty of entertainment in heat seven, when he went out into the dirt and drove through to second place in brilliant

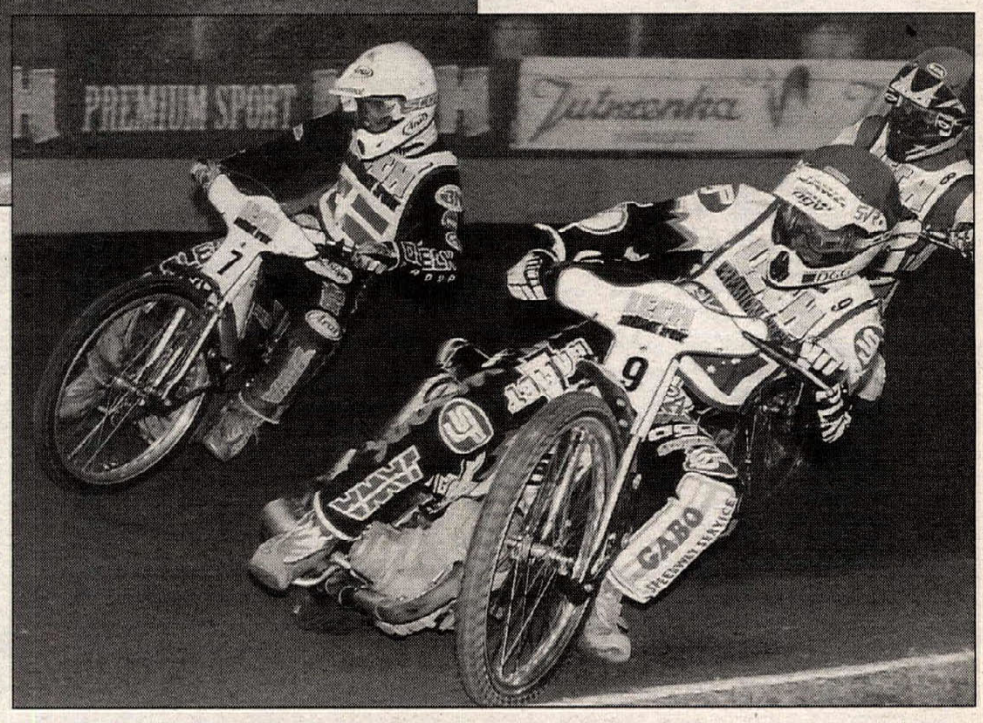
(Above) Once again King of the World: Sweden's Tony Rickardsson (center) added a GP series title to his one-day World Final championship win of 1994 to become a two-time World Speedway Champion after the season-finale Polish Grand Prix in Bydgoszcz, Poland. Rickardsson is joined by Jimmy Nilsen (left) and Polish GP winner Tomaz Gollob (right). (Right) Gollob (3) scored an electrifying victory in front of his home fans as he dived underneath Hans Nielsen (7) in the final to claim the GP win. Nielsen dropped to fourth, behind second-placed Ryan Sullivan and third-placed Jimmy Nilsen (background).



any more than I did here tonight, and that's important to me."

Nielsen was pushed out in the early stages and, like Rickardsson before him, took the safe option and let the rest get on with it.

Sullivan can feel delighted with third place, as it was enough to see him through to next year's series, mainly thanks to Hamill's dreadful misfortune. And not surprisingly, Gollob's celebrations were wild, as it seemed the whole of Poland joined in!



style. But Nielsen again proved to be the master.

Both Jacek Gollob and Adorjan saw their night end in heat nine, with Kasper again looking fast as he pulled clear to move into the main event with plenty of speed. Andy Smith finished second to join him.

Boyce was put under pressure by Swedish sensation Henka Gustafsson in heat 10, as both riders went through, with Andersen a surprise failure - along with another home favorite, Piotr Protasiewicz.

(Above) With his heat-11 win over Nielsen (7), Mark Loram (5) and Armando Castagna (11), Rickardsson (4) was able to lay claim to the title well before the meeting's end.

(Right) With Billy Hamill's untimely and painful exit from the meeting, Australia's Ryan Sullivan (9) seized a golden opportunity to take the last direct seed into the '99 series. He did so with brilliant rides, culminating in a runner-up finish in the final.

(Below) Goodbye for now: America's Greg Hancock (1) rode his final race as World Champion in heat 19. Hancock was clearly upset over the misfortunes of Team Exide teammate Hamill, but he vowed to return strong in 1999.

MAIN EVENT

Rickardsson wasted no time in making sure of his second World crown, winning his first race of the night in heat 11. He looked convincing from the start as he pulled well clear of Nielsen, with Mark Loram working hard for his third place.

"I went into the meeting knowing all I had to do was get a few points and I would be champion, but it's not in my nature to play it cool," Rickardsson said later. "I wanted to do the job properly and ensure that I was crowned champion after racing as hard as I could, and I was very proud when the other guys were congratulating me. It means everything in the sport to be World champion. I can't tell you how happy I am at this moment - and I want to party!

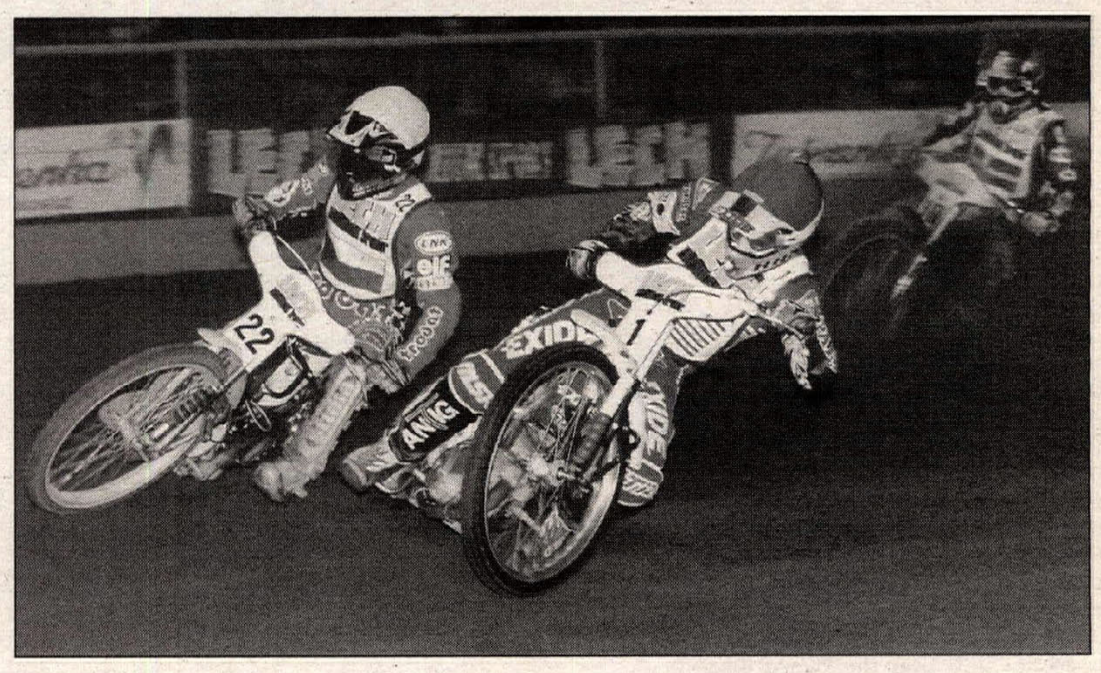
"It was a tough meeting, but I'm happy it's all over because I knew there was a lot on it - you only have to look at Billy crashing out and his hopes have gone. That could have happened to me," Rickardsson added.

To his credit, Nielsen was quick to congratulate Rickardsson, who won the last one-off World final back in Vojens, Denmark, in 1994.

Hamill's injury opened the door for Aussie Ryan Sullivan to challenge for a place in next year's series, but he needed to progress through this round to make it. And he made the perfect start with a comfortable win in heat 12, with his countryman Crump continuing his heroic efforts with a spectacular second place.

Reigning champion Hancock put behind him his concern over his best pal Hamill, and the loss of his own World crown, to make a flying start in heat 13 to signal a warning to his rivals with a great win.

Tomasz Gollob was spectacular, performing a brilliant ride down the back straight in heat 14 to join Jimmy Nilsen in the latter stages. Gustafsson and Boyce crashed out in heat 15, with Stefan Danno passing Mark Loram in impressive style, going wide in the second turn and working hard down the back straight.



Kasper did well to hold off Smith for a vital win under pressure in heat 16, with Louis and Castagna the casualties at this stage. Gollob was spectacular again in heat 17, as he went from third to first with a breathtaking dive. Hancock just missed out on second place despite pushing Rickardsson hard.

"It's a terrible blow for Billy, and that put a shadow over the meeting for me - the only good thing is that I'm through for next year when we start all over again," Hancock said. "I would like to congratulate Tony and hope he enjoys his time as World Champion. I've enjoyed it and I want some more!"

Nielsen dived past Sullivan for a victory in heat 18, with Jimmy Nilsen third - but he still went through, as this was not an elimination race. Hancock's hopes were ended in heat 19 when he made a slow start and, despite his best efforts, couldn't find a way past Smith, with Adams pulling well clear to win the race.

And Crump went out in the next race, with Nilsen and Loram working hard for their first two places, and Loram in particular fighting off a brave bid by Crump.

FINAL EVENT

Gollob made sure of his place in the final with a popular win as most of the 25,000 fans cheered him to victory in the first semifinal, despite the brave efforts of Sullivan. Loram managed to get the better of Leigh Adams on the line for third place. Smith was in danger of punishment for delaying the start in heat 22, as he turned back three times, complaining that his goggles were steaming up. And when the race started, he was relegated to the back, as Nielsen won from the gate and was joined in the final by Nilsen.

The Consolation final, raced to establish the final standings, was won in style by Adams, but Rickardsson was obiously playing it safe, as he stayed out of trouble in the first bend. Loram and Smith had a real battle for second place, which Loram finally managed to win - but only after four laps of wheel-to-wheel action.

Gollob made no mistake in the final, as he chose the inside gate and breezed away from the start, with Nilsen doing well to cut inside from the outside gate for the runner-up spot.

"Of course I'm very pleased for Tony as a fellow countryman, but I wish I could have sustained my challenge throughout the six rounds," Nilsen said. "I don't really think I could have done

"Tony deserves it, but I'm also very happy with my efforts," Gollob said. "I feel as though I am a better rider after riding in the British League so often this year. To win a Grand Prix in Poland is special, and the support was brilliant for me." CN

Bydgoszcz Stadium
Bydgoszcz, Poland
Results: September 18, 1998 (Round 6 of 6)

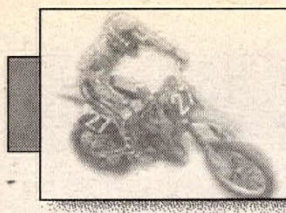
SEMI 1: 1. Tomasz Gollob; 2. Ryan Sullivan; 3. Mark Loram; 4. Leigh Adams.

SEMI 2: 1. Hans Nielsen; 2. Jimmy Nilsen; 3. Tony Rickardsson; 4. Andy Smith.

CONSOLATION: 1. Leigh Adams; 2. Mark Loram; 3. Andy Smith; 4. Tony Rickardsson.

FINAL: 1. Tomasz Gollob; 2. Ryan Sullivan; 3. Jimmy Nilsen; 4. Hans Nielsen.

WORLD INDIVIDUAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 6 of 6 rounds): 1. Tony Rickardsson (111/3 wins); 2. Jimmy Nilsen (99); 3. Tomasz Gollob (97/1); 4. Hans Nielsen (76/1); 5. Chris Louis (75); 6. Greg Hancock (69); 7. Ryan Sullivan (68); 8. Jason Crump (62/1); 9. Billy Hamill (62); 10. (TIE) Mark Loram/Leigh Adams (51); 12. Toni Kasper (50); 13. Stefan Danno (49); 14. Henka Gustafsson (43); 15. Andy Smith (43); 16. Brian Andersen (32); 17. Peter Karlsson (27); 18. Armando Castagna (23); 19. Zoltan Adorjan (21); 20. Craig Boyce (18).



MOTOCROSS
AMA FALL CLASSIC SERIES

Round 1: Birch Creek Motorsports Park

Brown streaks

By Jay and Sharon Hauser

DANVILLE, VA, SEPT 20

Honda of Troy's Mike Brown continues to build on his impressive four-year win streak at Birch Creek Motorsports Park. Brown, riding in the final months of his Honda of Troy contract, made it perfectly clear why he finished fifth in the 1998 AMA 125cc National Motocross Series. Still unsure of his plans for the 1999 racing season, Brown got down to the business at hand and nailed down a perfect day as the AMA Fall Classic got under way with round one of the six-round series.

Brown kept his streak alive by winning all four Pro-class motos, remaining unbeaten at this facility over the past four years.

A familiar face among the locals was North Carolina native Jim Neese, who followed Brown throughout the day, as he has done so many times in the past. Neese was sporting new machinery at the Fall Classic, trading in his KTM for a shiny new Husqvarna 125.

"We just got the bike and haven't had time to do anything to it - it's totally stock," Neese's mechanic, Kevin Rothrock, said.

You would never have known this was the case, as Neese flew the bike to a runner-up finish behind Brown in the 125cc Pro class. Maryland's Tom Welch stayed busy all weekend, smoking the Pros on Amateur day and then returning on Sunday to be a major player in both the 125 and 250cc Pro classes.

The day started with the 125cc class, which is considered a sort of a support class to the premier 250cc division. When the pack hit the first turn, it was Suzuki of Winston-Salem's Chad Lough nailing down a picture-perfect holeshot to lead Neese's teammate, Pro-Action/Factory Husqvarna/Pirelli/ Silkolene-backed Greg Rand, Welch and local rider Mark Wagner.

Neese gated slowly and was starting to work into the top 10 halfway into lap one while Brown, on the other hand, turned his fifth-place start into the lead before the completion of lap one. Once in front, Brown put it on cruise control, and that would set the tone for the rest of the day as far as he was concerned. With Brown out front and long gone, the true battles were those being fought behind him. Rand kept his Husky perched in second for three hard-fought laps until Welch was finally able to make a pass stick. This left Rand to battle Kansas City, Missouri's Doug Stone and the fast-approaching Neese.

Neese stepped up the pace and moved past Stone with his first strike, and then set off after Rand - bringing Stone along for the ride. Neese was able to reel in and pass Rand for third before the two-lap board came out. By this time, however, Welch had a big-enough lead to make it to the checkers. Stone was also able to displace Rand one more position, pushing Rand back to fifth.

(Left) Mike Brown sails to victory during one of the four motos he won during the opening round of the AMA Fall Classic MX Series, held at Birch Creek Motorsports Park. Brown won the overall in both the 125 and 250cc Pro classes.
(Above) Jim Neese was impressive, finishing second behind Brown in the 125cc Pro class aboard a brand-new, box-stock Husqvarna.

Ohio's Brad Strunk came in sixth over another local favorite, Tri-City Yamaha/Sitec Racing's Brandon Turlington. Lough's and Wagner's shots at a top finish were dashed when the two came together on lap four, losing several positions in the process.

Brown hit the mark perfectly at the start of the second 125cc Pro moto, nabbing the holeshot and checking out to another moto victory.

He left Neese, Team Green's up-and-coming hotshoe Jeff Gibson, and Lough in his wake. Gibson and Neese battled from the drop of the gate all the way to the checkers, but in the end it would be Honda of High-Point/Husqvarna/Big Gun Exhaust/Pirelli/Winters Marketing-backed Neese holding on to the position.

Gibson would hold on for a well-earned third in the moto, vastly improving on his first-moto DNF due to a broken clutch perch. Welch suffered a 12th-place jump out of the gate and it cost him dearly. By the time the flag fell, he had worked his way to fourth, but he had no chance of catching the front-runners.

Stone recorded another fine moto finish with a fifth, ahead of South Carolina's Chuck Shirley, Strunk and Lough. Turlington picked up ninth, just ahead of Rand.

Just as in the 125cc class, Brown showed early that he was the man to beat as he brought his Honda CR250 across Mount Deacon with the lead as moto number one got under way. Yamaha YZ400-mounted Kevin Walker, meanwhile, was right on Brown's heels.

Gibson was right in the middle of things, doing his best to keep Welch, Stone and California's Andy Anaya at bay. Walker maintained a quick pace that kept him in second for the first four laps while things where unfolding behind him. When he started to slow, opting to save his energy for the Four-Stroke National he would be running later in the day, Welch took advantage and moved into second place. Welch, though, was totally unaware of what was charging at him from behind. Totally out of the picture at the start and during the early stages of the moto was Anthony Pocarobba, but the Floridian was on the gas and was the fastest man on the race track.

Pocarobba sliced and slid his way past about 20 riders to finally reach Welch. He then turned the battle for second into an intense showdown that saw him eventually power-slide underneath Welch in the late stages of the moto to take second place. Welch managed to hold on to third while Suzuki-mounted Jon Boruff put in a killer ride to move up to fourth - pushing Walker back to fifth. Mark Burkhart made up for a so-so start and filed into sixth by the end of the moto, edging out Gibson.

Brown, of course, performed his magic one last time and ran off and disappeared in front of the 250cc Pro field after a brief one-lap bout with KTM's Kelly Smith. Smith looked strong early on but just couldn't seem to find his groove. He would end up slipping back to fifth by the end of the moto.

Stepping up to fill Smith's shoes again was the persistent Welch, but this time around he had no breathing room. Pocarobba gated well and was right on his rear fender, matching him move for move for three laps before he could blast past. Burkhart moved right up into the group, turning it into a three-way shootout for the runner-up spot.

When the checkers fell to end the day, it was Pocarobba holding on with an incredible ride just seconds ahead of both Welch and Burkhart. Still close to the lead pack, Smith crossed the line in fifth, ahead of young Gibson, while Brad Strunk came up with another fine ride to take seventh over Boruff. CN

Birch Creek Motorsports Park
Danville, Virginia
Results: September 20, 1998 (Round 1 of 6)

125 MOTO 1: 1. Mike Brown (Hon); 2. Tom Welch (Suz); 3. Jim Neese (Hus); 4. Doug Stone (Kaw); 5. Greg Rand (Hus); 6. Brad Strunk (Suz); 7. Brandon Turlington (Yam); 8. Hans Neel (Hon); 9. Chuck Shirley (Yam); 10. Troy Crisp (Suz).

125 MOTO 2: 1. Mike Brown (Hon); 2. Jim Neese (Hus); 3. Jeff Gibson (Kaw); 4. Tom Welch (Suz); 5. Doug Stone (Kaw); 6. Chuck Shirley (Yam); 7. Brad Strunk (Suz); 8. Chad Lough (Suz); 9. Brandon Turlington (Yam); 10. Greg Rand (Hus).

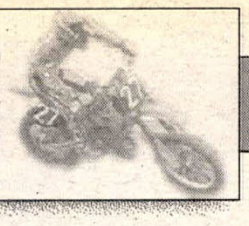
125 O/A: 1. Mike Brown (Hon); 2. Jim Neese (Hus); 3. Tom Welch (Suz); 4. Doug Stone (Kaw); 5. Brad Strunk (Suz); 6. Chuck Shirley (Yam); 7. Greg Rand (Suz); 8. Brandon Turlington (Yam); 9. Troy Crisp (Suz); 10. Richard Watson (Suz).

250 MOTO 1: Mike Brown (Hon); 2. Anthony Pocarobba (Suz); 3. Tom Welch (Suz); 4. Jon Boruff (Suz); 5. Kevin Walker (Yam); 6. Mark Burkhart (Yam); 7. Jeff Gibson (Kaw); 8. Brad Strunk (Suz); 9. Larry Gessner (KTM); 10. Doug Stone (Kaw).

250 MOTO 2: 1. Mike Brown (Hon); 2. Anthony Pocarobba (Suz); 3. Tom Welch (Suz); Mark Burkhart (Yam); 5. Kelly Smith (KTM); 6. Jeff Gibson (Kaw); 7. Brad Strunk (Suz); 8. Jon Boruff (Suz); 9. Todd Downs (Yam); 10. Doug Stone (Kaw).

250 O/A: 1. Mike Brown (Hon); 2. Anthony Pocarobba (Suz); 3. Tom Welch (Suz); 4. Mark Burkhart (Yam); 5. Jon Boruff (Suz); 6. Jeff Gibson (Kaw); 7. Brad Strunk (Suz); 8. Doug Stone (Kaw); 9. Todd Downs (Yam); 10. Jason Conlon (Suz).

Upcoming Rounds:
Round 2 - Sanford, Virginia, September 27
Round 3 - East Bend, North Carolina, October 4



Brown thumps out a win

By Jay and Sharon Hauser

DANVILLE, VA, SEPT. 20

Honda of Troy's Mike Brown worked out a deal where he got the opportunity to ride something with a little more juice than his Honda CR125 - a Yamaha YZ400F. Since Honda of Troy also sells the Yamaha brand, Brown got the okay to ride out of a local North Carolina dealership - Al Lane's in Iron Station - in the opening round of the AMA Eastern Four-Stroke Nationals, held just across the Virginia state line at Birch Creek Motorsports Park.

The event is coupled up with the AMA's post-National Series, the AMA Fall Classic, and Brown was already slated to race in that - so why not hop on a big thumper and take a shot at the Four-Stroke National?

The end result was some tough competition, resulting in Brown's first moto defeat in four years of racing at the Birch Creek facility. He did, however, manage to win the overall.

Brown faced some stiff competition in the form of Michagan Husaberg rider Kelly Smith, Florida's Anthony Pocarobba, and local favorites Jim Neese and Kevin Walker. One letdown at the event was the no-show of last year's East Coast Champion, Keith Bowen, whom many were expecting to defend his title.

When the field of 34 four-stroke riders let loose on the gate, it was a sight and sound to behold. When they jammed into the first turn, it was Birch Creek Motorsports/Hammerhead/Ballzee/Coca-Cola-sponsored Walker showing the way over HHP/Husqvarna's Neese, Charlie Dunaway and Smith. Pocarobba cut a slick inside line in turn two and quickly slid his way up into third behind Neese while the rest of the field tried to work itself into a running order. That didn't seem to work, however, as the riders continued to swap positions all over the track for the first four laps.

Neese, meanwhile, took control of the lead on the third lap. Although he now had Brown breathing down his neck, he looked to have things under control - but that didn't last. After showing the way for two more laps, Neese was robbed of victory when he suffered a flat front tire, which forced him to stop on four different occasions to take on air. It ruined his chances for a strong overall finish.

Brown quickly made good use of Neese's misfortune and stepped up to the lead, a spot he would hold to the finish. The race for second was anything but settled as Walker and Pocarobba went at it tooth and nail all the way to the checkers. Walker won the battle by inches over Pocarobba. Smith rode a steady race to finish fourth over Dunaway, Mark Burkhart and Texan Todd Downs.

The second moto would prove to be the most exciting moto of the day. Smith took the holeshot aboard his Lansing Cycle/KTM/Pro-Action-backed Husaberg, with Brown right on his tail. Meanwhile, Neese, Walker and Pocarobba followed Brown in close formation. Smith showed the most determination he had all day as he pulled out all the stops, kept the throttle pegged and did everything he could to keep Brown behind him. Brown wasn't giving up and he showed Smith a wheel on more than one occasion, only to get balked by traffic. That was the break Smith needed. When the leaders got the white flag, they where handlebar to handlebar - and that's the way they rode the final lap, with the crowd going crazy as Brown pulled out all the stops. Smith never faltered, riding a flawless moto to give Brown his first moto defeat at Birch Creek.

The overall victory, however, still went to Brown, to go along with his two Pro victories in the Fall Classic, held earlier in the day. The moto win was still sweet for Smith and it brought him up to second overall on the day, giving him a good shot at the series title.

There was no doubt that the fans where glued to the battle up front, but that didn't take anything away from what was going on behind the leaders. Neese and Pocarobba were locked up in their own war, with Pocarobba looking to secure a top-three overall score to get on the podium; Neese, however, was just trying to make up for his bad luck from moto one. When the pair crossed the line just 10 seconds behind Brown, it was the Banzai Racing/Pro-Action/Thor-backed Yamaha of Pocarobba just barely inching out Neese for third. The finish, though, put Pocarobba on the podium, with Neese out of the top five overall thanks to his first-moto problems. That opened the door for Walker and Dunaway to round out the top five overall finishing positions. CN

Birch Creek Raceway
Danville, Virginia
Results: September 20, 1998 (Round 1 of 6)

MOTO 1: 1. Mike Brown (Yam); 2. Kevin Walker (Yam); 3. Anthony Pocarobba (Yam); 4. Kelly Smith (Hbg); 5. Charles Dunaway (Yam); 6. Mark Burkhart (Yam); 7. Todd Downs (Yam); 8. Andy Anaya (Yam); 9. Jim Chester (Yam); 10. Cecil Williams (Yam).

MOTO 2: 1. Kelly Smith (Hbg); 2. Mike Brown (Yam); 3. Anthony Pocarobba (Yam); 4. Jim Neese (Hus); 5. Kevin Walker (Yam); 6. Charles Dunaway (Yam); 7. Jim Chester (Yam); 8. Tim Christiansen (Yam); 9. Andy Anaya (Yam); 10. Shane Slother (Yam).

O/A: 1. Mike Brown (Yam); 2. Kelly Smith (Hbg); 3. Anthony Pocabobba (Yam); 4. Kevin Walker (Yam); 5. Charles Dunaway (Yam); 6. Jim Chester (Yam); 7. Andy Anaya (Yam); 8. Jim Neese (Hus); 9. Chris Craft (Yam); 10. Jason Vienot (Yam).

Upcoming Rounds:
Round 2 - Buchanon, Michigan, September 27
Round 3 - London, Kentucky, October 4

(Above) Despite losing his first moto in four years of racing at Birch Creek, Mike Brown still earned himself the overall in the opening round of the AMA Eastern Four-Stroke Nationals with his 1-2 tally. (Right) Kevin Walker (859) leads Jim Neese (42), Kelly Smith (629) and Charles Dunaway (99) through turn one in the first Four-Stroke moto. Smith, by virtue of his second-moto win, was the man who handed Brown his first loss.

King of the Mile!

By Clay Light

AUBURN, WA, SEPT. 19

The inaugural running of the Seattle Mile on the Emerald Downs Race Track had all of the glitz and glamour of an AMA Grand National, with both close racing and close calls on the deep-cushioned track, but in the end, Rich King, aboard a Honda RS750, notched his name in the AMA's record books with the first 750cc win here at the 14th round of the AMA National Hot Shoe Series.

King's 750cc win at the penultimate round of the series, in front of a standing-room-only crowd of 13,000, came after 15 closely contested laps, as King led Corbin Racing teammate Gary Rogers and eight-time AMA Grand National Champion Scott Parker to the finish.

(Above) Rich King scored his first career Hot Shoe National mile win in the 750c Expert class on the first mile to be held at the Emerald Downs race track, the Seattle Mile. King bested teammate Gary Rogers and Harley-Davidson's Scott Parker in the final. (Left) Tony Souza (22Y) bagged the 600cc Pro Sport win. Rob Peiphoto (15Y) was second and Kurt Hawk (26M) third. (Right) Lonnie Pauley rode his Billy Fagundes-tuned Bullet Racing entry to the win in the 600cc Expert class.

Bullet Racing's Lonnie Pauley scored a win in the 600cc Expert final - his second of the season - coming in another "draft-fest," in which he topped Steve Mayfield and Washington's Eli Price, who was fresh off a win at the Castle Rock, Washington, round of the series.

Promoter Chris Agajanian and his crew's hopes of a Grand National here came one step closer to reality, as they pulled off a first-rate show in Auburn (near Seattle), but the rider consensus, led by the majority of the GNC riders, was this: However glamorous the surroundings, the track, in its current condition, would be too rough for a Grand National race. But the hope was that by either scraping it down to the base or resurfacing it, the 1999 edition of the event would provide all the action that Grand National fans are used to.

Survival became the order of the night on the track, which got progressively rougher as the program continued, despite continual efforts by Agajanian's crew.

"This is the roughest mile I've ridden since New Orleans and Albuquerque," Harley-Davidson of Sacramento's Chris Carr said. "It's a beautiful facility, but they'll need to really wheel-pack it or bring in some clay in order to make the next one work."

Steve Morehead led King, Rogers and Parker on the opening lap of the 750cc final, but the Findlay, Ohio, rider's lead was one of short duration; a lap later, King was out front of the Big Show, spending much of the 15-lapper in a draft with Rogers, although late in the final, after being pelted by the incredible roost sprayed by King's Honda, Rogers backed off to aid King's eight-bike-length win.

Parker ran third from the get-go and finished there as he took the wave of AMA starter Scott Zimmerman's checkered flag. Carr, the fourth-place finisher, slashed into Parker's deficit to join his former teammate in a third-place battle for the final spot on the rostrum, but he had to duck the heavy pelting from Parker on the final lap and dropped back to finish ahead of Shaun Russell.

"Survival - that's what it's all about out there," King said. "You've got the rough conditions and the heavy roost to deal with. The track was so rough that I didn't know where the front end was half of the time.

"I was just tryin' to make it to the finish," added King, who this season has recorded two half-mile victories in GNC action. "I had to find the right line and keep ahead of Gary since the spray was so bad, then just hang on and hope to stay on the bike."

With his chances of a ninth Grand National title on the line, Parker understandably didn't want to risk an injury - nor did title contender Carr, who also played the "survival" game to the hilt.

"I was kinda sleepin' at the line," Parker said. "They jumped out in front of me pretty good off of the line, and their roost was so bad I had to back off the throttle a bit. Then I tried to hustle and get back into it, but by that time those guys (King and Rogers) were gone. I'm sure they did the best they could to make the track raceable, but man, it was a hop-fest, just jumping from rut to rut out there."

Dan Stanley's return home to the Evergreen State after a long, successful GNC campaign this season saw the Bellingham rider jumping ahead of the field with all of the thrust of former Kentucky Derby winner Seattle Slew in the 600cc Expert final, but Stanley's impressive parade would last only seven laps, as he suffered one of six mechanical-related DNFs in the 12-lap final.

This moved up Mayfield and Pauley. The duo then drafted for most of the race until Mayfield backed off the throttle after nearly crashing, and Pauley cruised on to victory.

Both Stanley and Joe Kopp were in high anticipation of capitalizing on the absence of 600cc Expert Hot Shoe points leader Kenny Coolbeth, but Kopp, like Stanley, would drop out with mechanical problems; Kopp's came one lap later than Stanley's while running fourth.

Stanley, though, did escape Seattle with a scant three-point lead over Coolbeth after being credited with 14th place, one position behind the 13th-place finisher, Kopp.

"We lost a clutch," said a somber-looking Stanley, who sat slumped in his chair while longtime sponsor Brian Billings surveyed the situation.

"At least Joe broke, too," added the Gardner Racing/Circle F/BBRP-backed Stanley. "He didn't get ahead of us in points. This wasn't the way we envisioned it. I'm really bummed. Now it comes down to whoever wins Vegas."

"It just blubbered the whole time," Kopp said of his mount, "and then *boom*, it just went dead. We had it going good, and when I saw Danny out of the race, I thought, 'Oh, man, this is great.' But a lap later it was our turn. I bet Kenny is pretty happy right now."

"Those guys pretty much handed it to me," Pauley said. "I found the right line and got ahead of Steve for good. We had things going right for us tonight."

In the Harley-Davidson Sportster Performance Final, pole sitter Shaun Russell put his Bartels H-D-sponsored 883 out in front of the eight-lap, five-rider final, followed by Seattle's Donald Paul and Corbin Racing's Gary Rogers, but Rogers' utilization of the outside line saw the San Jose rider effectively move into sole possession of the lead, although Russell did share a draft with Rogers during the early moments.

While both Rogers and Russell fought to keep upright in the deep loam, Sean Lollar, Fitzhugh and Paul traded positions behind the duo. Lollar was in position to move up a spot when Russell's machine quit, allowing Rogers an easy win - one that would clinch the class championship in the series after Russell's demise, which was attributed to a broken battery cable. Chris Fitzhugh stayed in contention with his third-place finish aboard the Downtown Harley-Davidson entry.

"We found some smooth lines out there and everything just kind of clicked," Rogers said. "I didn't really think the track was as bad as everybody said that it was."

Tony Souza scored a win in the 600cc Pro Sport final - his first-ever win on a mile - beating fellow Californian Rob Peiphoto and Washington's Kurt Hawk to the line to finalize the positions on the podium in the class. CN

Emerald Downs
Auburn, Washington
Results: September 19, 1998 (Round 14 of 15)

750 EX: 1. Rich King (Hon); 2. Gary Rogers (H-D); 3. Scott Parker (H-D); 4. Chris Carr (H-D); 5. Shaun Russell (H-D); 6. Lonny Kopp (H-D); 7. John Paul Simonsen (H-D); 8. Jaime Aguilar (H-D); 9. Jay Springsteen (H-D); 10. Steve Liberty (H-D); 11. Steve Morehead (H-D).

600 EX: 1. Lonnie Pauley (Rtx); 2. Steve Mayfield (Rtx); 3. Eli Price (W-R); 4. Mickey Fay (W-R); 5. Toby Jorgensen (CCM); 6. John Grant (Hbg); 7. Todd Somers (W-R); 8. Paul Iwanaga (Rtx); 9. Don Wilson (W-R); 10. Beau A. Brown (W-R); 11. Chris Fitzhugh (Rtx); 12. Eric Rickman (ATK); 13. Joe Kopp (KTM); 14. Dan Stanley (Rtx); 15. Jeff Annen (W-R); 16. Rob Dameron (Hbg); 17. Paul Polhemus (Rtx); 18. Ryan Anderson (W-R).

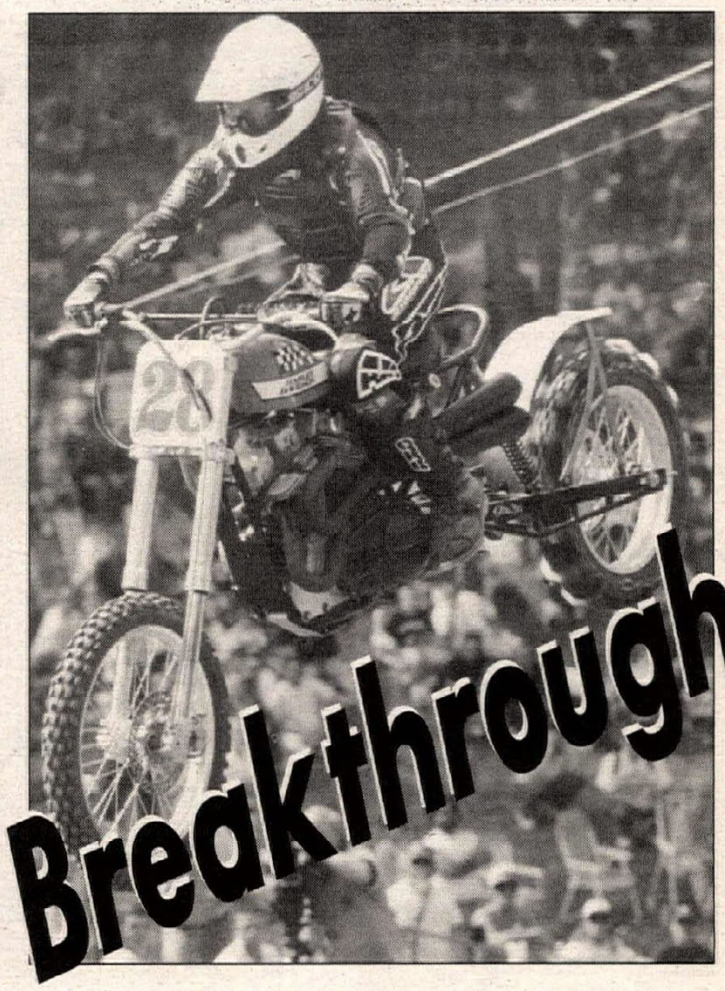
H-D SPORTSTER: 1. Gary Rogers; 2. Sean Lollar; 3. Chris Fitzhugh; 4. Shaun Russell; 5. Donald Paul.

600 PRO-SPT: 1. Tony Souza (Rtx): 2. Rob Peiphoto (Rtx); 3. Kurt Hawk (W-R); 4. Jim Monagen (Rtx); 5. Eric Beers (W-R); 6. Todd Hagmann (Rtx); 7. Beau Z. Brown (Rtx); 8. Frank Marker (Hon); 9. Aaron Weston (Hon); 10. Brian Schilt (Rtx); 11. Brian McGonigal (Rtx); 12. Bob Grant (Hon).

Upcoming Round:
Round 15 - Las Vegas, Nevada, October 2

Round 10: Goshen Iron Horseman Hillclimb

Breakthrough



Lou Gerencer Jr. was tired of finishing second, so he went out and won the 800cc class at the Goshen Iron Horseman Hillclimb in Indiana, round 10 of the National Championship.

By David and Lora Patton

MIDDLEBURY, IN, SEPT. 20

Former 800cc National Champion Lou Gerencer and 540cc rookie Tim Friedhoff conquered the difficult Goshen hill and the competition in the 10th round of the 1998 AMA National Championship Hillclimb Series.

Gerencer, who hails from nearby Elkhart, is the winningest Pro hillclimber of the '90s, but a crash early in the 1997 season hurt his timing and his results this season. Gerencer has competed in just nine hillclimbs in the last two seasons, and he was tired of second-place finishes - making this win especially sweet. Mike DeBusk and Bobby Templeton shared the winner's podium with Gerencer as they battled for third overall in the point standings - behind leader James Large and Glen Petty Jr.

Tim Friedhoff solidified his lead in the 1998 Rookie of the Year race, taking his first career National win ahead of five-time and defending National Champion Paul Pinsonnault and another rookie, Wes McCoy.

The Goshen Iron Horsemen Motorcycle Club's hill has been called "The Showtime hill" because of the double jump that often decides the fate of those who try to conquer it. The short (150-foot), steep hill requires a fast start, a minimum of airtime over the double, and a straight landing for a fast time - the smallest bobble can knock you out of the top 10.

540cc

The points leader in the 540cc class, David Watson, opened the day's racing on a perfect almost-autumn day, and the Mac's Cycle Supply/KAP-backed rider was looking for another consistent ride. Watson has improved his riding on the "jumper's" hills - Goshen, and Greasy Ridge in Ohio - and is in a position to win his first National Championship as a Pro. He got off the line straight but didn't quite clear the second jump. Though he cased it hard, he got back on the gas and picked up a time of 3.809 seconds.

Tim Friedhoff, meanwhile, came to the line with a different rear-tire setup. Most of the 540cc riders use a paddle tire, though a few use chains mounted to a dual-purpose tire. Friedhoff and his brother (and mechanic) Scott had taken a knobby and cut off every other row of knobs, a trick used in amateur hillclimbing. He got a good launch off the bottom and did a nice job on the landing, setting himself up for the short run to the top. His smooth ride netted him a time of 3.684 seconds and the early lead. Mike Livingston managed to surpass Watson's run with his 3.738 pass, then Richie Scheuerman followed with a 3.767-second time.

Former National number four, Alan Hoskins, returned to hillclimbing and turned in a 3.855-second ride even though he overjumped the double. Rookie Wes McCoy continued the Honda parade (10 of the 14 540s were Hondas), passing Friedhoff for the lead despite leaving the first jump crossed up and landing a little off-line. McCoy would back up his 3.483-second run with a faster ride in round two.

After Paul Kops, Thompson Racing's Terry Thompson and Mac's Cycle Supply rider Scott McNeely had a go at taking the lead, it was Paul Pinsonnault's turn. Pinsonnault started on the far left side of the hill and seemed to be a little off the pace out of the gate, but he really turned it on over the jumps, clocking a 3.431-second run to take the lead in round one.

Watson and his father, Dan, shortened his bike up before his second ride, and it really helped his Honda hook up. Watson dropped three-tenths of a second on his second ride, turning in a 3.505-second pass.

"My dad has done a great job keeping the bike running so well, and Mac's Cycle Supply has helped us a lot," Watson said. "We worked on the bike and it was better and we took fourth. It was a good day for us."

Friedhoff also worked on his bike between rides.

"We cut some of the side knobs off the tire; the gearing and the rest of the setup is perfect," he said.

Friedhoff put in the ride of his hillclimbing career, getting over the jumps smoothly and blasting his methanol-burning Honda past the lights. The crowd roared as he clocked a 3.416 - the fastest run of the day (in either class).

McCoy, meanwhile, put in another great ride, improving to 3.474 to finish right behind Pinsonnault's time.

"I got a little too much air on my second ride. I thought I was fast enough on that ride but I didn't quite get it," he said.

After McNeely and Thompson had problems clearing the double, there were three riders standing between Friedhoff and his first win. Phil Libhart launched really high over the double and landed hard.

"I landed so hard my hands came off the bars, but I grabbed the throttle and turned it on to make it over - but it beat me up pretty good," Libhart said.

His first-round time would hold up for fifth, behind Watson. Templeton had some problems and cased it on the double, leaving Pinsonnault as the only other rider with a chance to win.

Pinsonnault started on the far right side of the hill and seemed to have a flawless ride, but the clocks registered a 3.550, and Friedhoff had his victory.

"I was more nervous waiting to see if it would hold up than I am on the line for my own rides," he said. "I can't even tell you how excited I am, and how much this means to us. We have gotten a lot of help from the McNeelys, the Watsons and the Shreiners; they have made it easy to make the switch from Amateur to riding as a Pro."

800cc

Former 800cc National Champion Beese Wendt led off the 800cc class on his Harley-Davidson. Beese, 62, came up short over the double, but he kept the wick turned up for a 3.599-second run - giving the rest of the field something to shoot for.

Russ VanderVeen didn't pass the time on his first attempt, but he would come back to do so.

Harley-Davidson Racing Pro Hillclimb team rider Gerencer had been without a victory since his crash in the second round last season. Despite riding a limited schedule, Gerencer has had several runner-up finishes this season, but the hometown fans brought out the best in him today as he ripped off a great run. He started on the far right side and overjumped the double, but he got his front wheel down fast and blasted up the hill for a time of 3.420 seconds to take the lead.

Canadian Greg Williams has also missed a few hillclimbs this season, but he has one win so far and he has the horsepower to win everywhere. He took off on the far left side of the hill and his front end was way too high over the double. Williams fought the front wheel down, then blasted to the timers in a 3.521-second run.

Glen Petty Jr., second overall in the 800cc points standings, has been competing since August 23 with a broken hand, but he was ready for a shot at a win today. He mistimed his shut-off and came up short on the double, but he cranked it on and his Jeff Yoder-tuned Harley-Davidson powered him out of trouble and through the lights in 3.528 seconds.

Defending National Champion James "Jammer" Large had an opportunity to clinch his second straight title if he could finish seven places ahead of Petty, and he had the Reiser's Cycle Service/F&S Harley-Davidson/White Brothers-backed XR750 wide open when he took off over the double. Large went way too high and when he landed, the impact rocked him off the bike.

"I hit so hard, my motorcycle ran out from under me," he said.

James wasn't hurt, but his bike was slightly bent. Team owner Tom Reiser and Bob Sibole immediately went to work to get the bike ready for his second ride.

VanderVeen took second at Goshen's first event in May and he had the Indianapolis Southside Harley-Davidson/Buell XR750 cranked on for his second attempt, though he could only muster a sixth-place finish.

Bobby Templeton, on the Erskine's PMS for Motorcycles Harley-Davidson, got crossed up and cased on the double, but he never backed off and was rewarded with a 3.515-second ride - good enough for third overall.

"It was a respectable turnaround from our last race here," he said. "I had to go for it because I got crossed up off the jump on my second ride and I couldn't get back on it right away. If it was straighter, I might have had a chance at the win."

Large ended up turning in a solid second run, though it was only good enough for eighth overall. He managed to hold on to the points lead, despite his four-win streak ending.

"I would like to have given them a run for the money, but today just wasn't our day," Large said. "I overjumped it on both rides and I went really easy on the throttle on the second ride. So I don't know what the problem is. I'll just have to work a little harder and try to get them next week."

As the climb came to a close, only DeBusk had a challenge for Gerencer. He had a fast run going, but he shut off a bit before the finish and it may have cost him a shot at the win.

"We had a super day, taking second," DeBusk said. "Gerencer finished in front of us today, but he's a hard guy to catch. Dr. Bob really has these two-strokes running, and we'll be right in there the rest of the year. On my second ride, I picked a new rut to start in and the bike set up perfect over the jump. It stayed flat over the jump and I screwed the thing on when I landed. We'll take second overall any day."

His 3.495-second run jumped him ahead of Templeton for second overall. The winner, though, was Gerencer.

"I didn't think the ride would hold up because a lot of people had 3.5s in the first round and I thought they would go faster in round two," he said. "I think I could have gone faster, too, because when I landed with the front wheel down on my ride, it really slowed me down, but my time held up. It's great to win at home. It's been a long time coming." CN

Goshen Iron Horseman Motorcycle Club
Middlebury, Indiana
Results: September 20, 1998

540: 1. Tim Friedhoff (Hon); 2. Paul Pinsonnault (Hon); 3. Wes McCoy (Hon); 4. David Watson (Hon); 5. Phil Libhart (Tri); 6. Mike Templeton (Yam); 7. Alan Hoskins (Hon); 8. Michael Livingston (Hon); 9. Rich Scheurman (Hon); 10. Paul Kops (Hon); 11. Scott McNeely (Hon); 12. Terry Thompson (BSA); 13. Toby Thompson (BSA); 14. Randy Dillon (Hon).

AMA 540cc NATIONAL C'SHIP POINT STANDINGS (After 10 of 12 rounds): 1. David Watson (119); 2. Phil Libhart (110/1 win); 3. Paul Pinsonnault (106); 4. Terry Thompson (102/5); 5. Ted Wilkins (85/2); 6. Scott McNeely (65); 7. John Hamilton Jr. (62); 8. Tim Friedhoff (59/1); 9. Tim Frazier (51); 10. Wes McCoy (47).

800: Lou Gerencer Jr. (H-D); 2. Mike DeBusk (Kaw); 3. Robert Templeton (H-D); 4. Greg Williams (H-D); 5. Robert Schreiner (Kaw); 6. Russ VanderVeen (H-D); 7. Glen Petty Jr. (H-D); 8. James Large (H-D); 9. Beese Wendt (H-D); 10. Mark Swem (BSA); 11. Rodney Williams (Tri); 12. Harry Denham (H-D).

AMA 800cc NATIONAL C'SHIP POINT STANDINGS (After 10 of 12 rounds): 1. James Large (131/5 wins); 2. Glen Petty Jr. (109); 3. Robert Templeton (97); 4. Mike DeBusk (95); 5. Steven Dresser (87/1); 6. Lou Gerencer Jr. (80/1); 7. Greg Williams (66); 8. Robert Schreiner (64); 9. Russ VanderVeen (62); 10. Harry Denham (56).

Upcoming Rounds:
Round 11 - Jefferson, Pennsylvania, September 27
Round 12 - Oregonia, Ohio, October 11

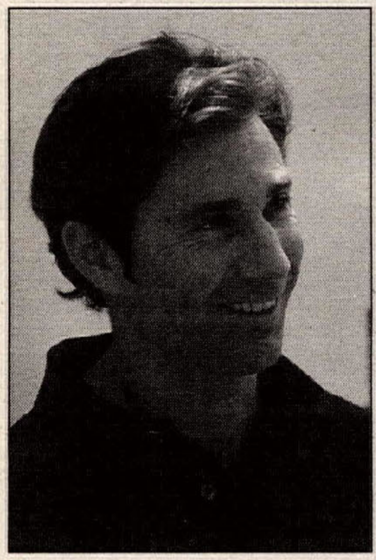
LEADERBOARD

1998 Championship Point Standings

ROAD RACING

500cc WORLD CHAMPIONSHIP SERIES
(After 12 of 15 rounds):

1.	Mick Doohan (Hon), Australia	(210/6 wins)
2.	Max Biaggi (Hon), Italy	(189/2 wins)
3.	Alex Criville (Hon), Spain	(182/2 wins)
4.	Carlos Checa (Hon), Spain	(131/1 win)
5.	Alex Barros (Hon), Brazil	(109)
6.	Norick Abe (Yam), Japan	(104)
7.	Simon Crafar (Yam), New Zealand	(96/1 win)
8.	Nobuatsu Aoki (Suz), Japan	(87)
9.	Tadayuki Okada (Hon), Japan	(79)
10.	Regis Laconi (Yam), France	(67)



RICH OLIVER

250cc WORLD CHAMPIONSHIP SERIES
(After 12 of 15 rounds):

1.	Tetsuya Harada (Apr), Japan	(200/5 wins)
2.	Loris Capirossi (Apr), Italy	(184/2 wins)
3.	Valentino Rossi (Apr), Italy	(151/2 win)
4.	Tohru Ukawa (Hon), Japan	(121)
5.	Haruchika Aoki (Hon), Japan	(104)
6.	Stefano Perugini (Hon), Italy	(92)
7.	Takeshi Tsujimura (Yam), Japan	(82)
8.	Olivier Jacque (Hon), France	(80)
9.	Jeremy McWilliams (Hon), England	(77)
10.	Luis d'Antin (Yam), Spain	(65)

125cc WORLD CHAMPIONSHIP SERIES
(After 12 of 15 rounds):

1.	Kazuto Sakata (Apr), Japan	(205/4 wins)
2.	Tomomi Manako (Hon), Japan	(172/4 wins)
3.	Marco Melandri (Hon), Italy	(166/2 wins)
4.	Lucio Cecchinello (Hon), Italy	(105/1 win)
5.	Mirko Giansanti (Hon), Italy	(99)
6.	Masao Azuma (Hon), Japan	(97)
7.	Masaki Tokudome (Apr), Japan	(89)
8.	Roberto Locatelli (Hon), Italy	(77)
9.	Gianluigi Scalvini (Hon), Italy	(76)
10.	Frederic Petit (Hon), France	(73)

WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 11 of 12 rounds):

1.	Troy Corser (Duc), Australia	(328.5/2 wins)
2.	Aaron Slight (Hon), New Zealand	(328/4 wins)
3.	Carl Fogarty (Duc), England	(322.5/3 wins)
4.	Pier-Francesco Chili (Duc), Italy	(289.5/5 wins)
5.	Colin Edwards II (Hon), Conroe, TX	(273.5/3 wins)
6.	Noriyuki Haga (Yam), Japan	(233/4 wins)
7.	Akira Yanagawa (Kaw), Japan	(177)
8.	Jamie Whitham (Suz), England	(161)
9.	Peter Goddard (Suz), Australia	(143)
10.	Scott Russell (Yam), Alpharetta, GA	(115.5)

AMA/MBNA SUPERBIKE NATIONAL C'SHIP SERIES
(After 12 of 13 rounds):

1.	Doug Chandler (Kaw), Salinas, CA	(323)
	Ben Bostrom (Hon), Granada Hills, CA	(323)
3.	Mat Mladin (Suz), Australia	(292)
4.	Richard Oliver (Yam), Fresno, CA	(262)
5.	Jamie Hacking (Yam), Spartanburg, SC	(251)
6.	Aaron Yates (Suz), Milledgeville, GA	(249/2 wins)
	Anthony Gobert (Duc), Australia	(249/3 wins)
8.	Miguel DuHamel (Hon), Canada	(236/4 wins)
9.	Tom Kipp (Duc), Chardon, OH	(235)
10.	Steve Crevier (Suz), Canada	(230)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 12 of 13 rounds):

1.	Steve Crevier (Suz), Canada	(343/1 win)
2.	Doug Chandler (Kaw), Salinas, CA	(327/6 wins)
3.	Eric Bostrom (Hon), Granada Hills, CA	(310)
4.	Ben Bostrom (Hon), Granada Hills, CA	(307/1 win)
5.	Nicky Hayden (Suz), Owensboro, KY	(282/1 win)
6.	Tommy Hayden (Kaw), Owensboro, KY	(277)
7.	Jason Pridmore (Suz), Ventura, CA	(259)
8.	Steve Rapp (Suz), Lafayette, CA	(249)
9.	Larry Pegram (Suz), Baltimore, OH	(246)
10.	Kurtis Roberts (Hon), Turlock, CA	(203)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 11 of 12 rounds):

1.	Steve Rapp (Suz), Lafayette, CA	(327/2 wins)
2.	Richard Alexander Jr. (Suz), Carmel, NY	(312/1 win)
3.	James Randolph (Suz), Santa Rosa, CA	(270)
4.	Mario DuHamel (Suz), Canada	(266)
5.	Nicky Hayden (Suz), Owensboro, KY	(234/4 wins)
6.	Paul Harrell (Suz), Canyon Country, CA	(228)
7.	Jason Pridmore (Suz), Ventura, CA	(223/4 wins)
8.	Jimmy Moore (Suz), Eugene, OR	(206)
9.	John Jacobi (Suz), Bloomington, IN	(177)
10.	Jamie Bowman (Suz), Tequesta, FL	(173)
	Jake Zemke (Suz), Paso Robles, CA	(173)

AMA/ELF FUELS 250cc GRAND PRIX C'SHIP SERIES
(After 11 of 12 rounds):

1.	Roland Sands (Yam), Long Beach, CA	(362/5 wins)
2.	Kurtis Roberts (Hon), Turlock, CA	(322/2 win)
3.	Chuck Sorensen (Yam), Discovery Bay, CA	(319/3 wins)
4.	Randy Renfrow (Hon), Fredericksburg, VA	(263)
5.	Geep Terranova (Yam), San Jose, CA	(217)
6.	Bobby Keith (Hon), Redwood City, CA	(212)
7.	Greg Esser (Yam), Pompano Beach, FL	(210)
8.	Mark Foster (Yam), San Juan Capistrano, CA	(203)
9.	Jeffrey Vos (Hon), Holland, MI	(202)
10.	Takahito Mori (Hon), Japan	(190/1 win)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES
(After 11 of 12 rounds):

1.	Paul Harrell (Tri), Canyon Country, CA	(340/2 win)
2.	Shawn Higbee (Bue), Waterford, WI	(326/3 wins)
3.	Curtis Adams (Tri), Whittier, CA	(317/6 wins)
4.	Michael Gage (Tri), Baldwin Place, NY	(246)
5.	Shawn Conrad (Tri), Sheboygan Falls, WI	(203)
6.	James Lickwar (Tri), San Francisco, CA	(201)
7.	Robert Gonzales (Duc), Tucson, AZ	(179)
8.	David Hull (Duc), Mesa, AZ	(177)
9.	Mark Miller (Bue), Long Beach, CA	(122)
10.	Thomas Tucciarone (Duc), San Francisco, CA	(116)

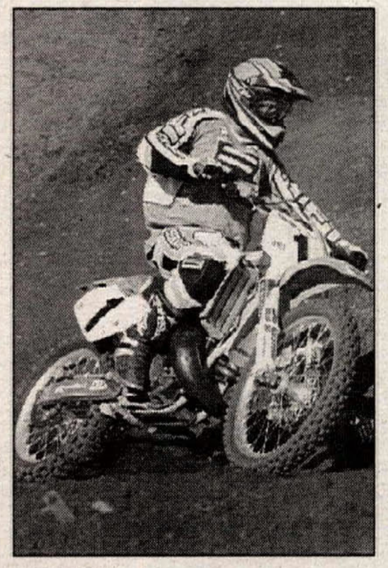
AMA/PIRELLI FORMULA XTREME SERIES
(After 10 of 11 rounds):

1.	Eric Bostrom (Hon), Granada Hills, CA	(326/8 wins)
2.	Tripp Nobles III (Hon), Macon, GA	(275/1 win)
3.	Mark Miller (Yam), Long Beach, CA	(261/1)
4.	Dean Mizdal (Suz), Huntington Beach, CA	(218)
5.	Michael Taylor (Kaw), Canada	(201)
6.	Mario DuHamel (Suz), Canada	(173)
7.	Curtis Adams (Yam), Whittier, CA	(144)
8.	Chris Voelker (Hon), Bradley, CA	(143)
9	Tray Batey (Suz), Gallatin, TN	(142)
10.	Greg White (Suz), Marietta, GA	(107)

MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES
(After 12 of 12 rounds):

1.	Joel Smets (Hbg), Belgium	(404/6 wins)
2.	Darryll King (Hus), New Zealand	(330/1 win)
3.	Peter Johansson (Yam), Sweden	(250)
4.	Bernd Eckenbach (Hus), Germany	(231/1 win)
5.	Andrea Bartolini (Yam), Italy	(225/3 wins)
6.	Gert-Jan Van Doorn (Hon), Netherlands	(211)
7.	Rob Herring (Hon), England	(199)
8.	Shayne King (KTM), New Zealand	(173)
9.	Erwin Machtlinger (Hon), Germany	(161)
10.	Johan Boonen (KTM), Belgium	(127)



JEFF EMIG

250cc WORLD CHAMPIONSHIP SERIES
(After 16 of 16 rounds):

1.	Sebastien Tortelli (Kaw), France	(563/7 wins)
2.	Stefan Everts (Hon), Belgium	(555/8 wins)
3.	Pit Beirer (Hon), Germany	(402/1 win)
4.	Frederic Bolley (Hon), France	(279)
5.	Marnicq Bervoets (Suz), Belgium	(288)
6.	Tallon Vohland (Yam), Sacramento, CA	(275)
7.	Jocke Karlsson (Hon), Sweden	(245)
8.	Mickael Maschio (Yam), France	(213)
9.	Leon Giesbers (KTM), Holland	(174)
10.	Paul Cooper (Hon), England	(135)

125cc WORLD CHAMPIONSHIP SERIES
(After 11 of 11 rounds):

1.	Alessio Chiodi (Hus), Italy	(345/6 wins)
2.	David Vuillemin (Yam), France	(310/4 wins)
3.	Alessandro Puzar (TM), Italy	(246/1 win)
4.	Claudio Federici (Yam), Italy	(217)
5.	Luigi Seguy (Hon), France	(146)
6.	Brian Jorgensen (Suz), Denmark	(144)
7.	Carl Nunn (Yam), England	(141)
8.	Alessandro Belometti (Yam), Italy	(126)
9.	James Dobb (Hon), England	(124)
10.	Philippe Dupasquier (TM), France	(123)

AMA/MAZDA 250cc NATIONAL C'SHIP MX SERIES
(After 12 of 12 rounds):

1.	Doug Henry (Yam), Oxford, CT	(493/5 wins)
2.	Greg Albertyn (Suz), South Africa	(430)
3.	Mike LaRocco (Hon), South Bend, IN	(390)
4.	Mickael Pichon (Suz), France	(384/1 wins)
5.	Jeff Emig (Kaw), Riverside, CA	(353/4)
6.	Ezra Lusk (Hon), Bainbridge, GA	(329/1 win)
	Larry Ward (Suz), Florence, SC	(329)
8.	Kevin Windham (Yam), Baton Rouge, LA	(243)
9.	Jean-Sebastien Roy (Kaw), Canada	(181)
10.	Ryan Hughes (Kaw), Temecula, CA	(174)

AMA/MAZDA 125cc NATIONAL C'SHIP MX SERIES
(After 12 of 12 rounds):

1.	Ricky Carmichael (Kaw), Havana, FL	(525/8 wins)
2.	John Dowd (Yam), Chicopee, MA	(477/2 win)
3.	Casey Johnson (Kaw), Murrieta, CA	(407)
4.	Robbie Reynard (Suz), Norman, OK	(371/1)
5.	Mike Brown (Hon), Piney Flats, TN	(356)
6.	Jimmy Button (Yam), Scottsdale, AZ	(329)
7.	Stephane Roncada (Hon), France	(246)
8.	Tim Ferry (Yam), Largo, FL	(244)
9.	Nicholas Wey (Kaw), Dewitt, MI	(238)
10.	Nathan Ramsey (Kaw) Hixon, TN	(204)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 16 of 16 rounds):

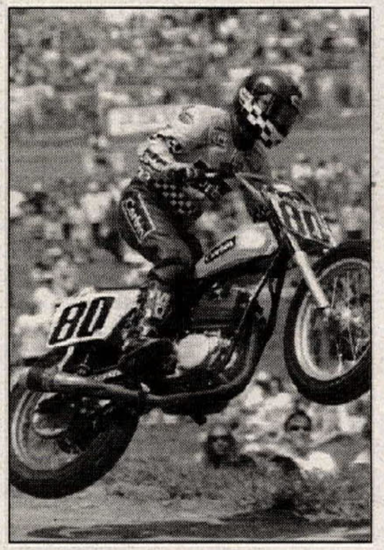
1.	Jeremy McGrath (Yam), Canyon Lake, CA	(322/7 wins)
2.	Ezra Lusk (Hon), Bainbridge, GA	(271/4 wins)
3.	Larry Ward (Suz), Florence, SC	(240/1 win)
4.	Kevin Windham (Yam), Baton Rouge, LA	(238/2 wins)
5.	Mike LaRocco (Hon), South Bend, IN	(230)
6.	Mickael Pichon (Suz), France	(216)
7.	Doug Henry (Yam), Oxford, CT	(213)
8.	Jimmy Button (Yam), Scottsdale, AZ	(175)
9.	Mike Craig (Hon), Lakeside, CA	(174)
10.	Ryan Hughes (Kaw), Temecula, CA	(159)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds):

1.	Ricky Carmichael (Kaw), Havana, FL	(200/8 wins)
2.	Robbie Reynard (Suz), Norman, OK	(143)
3.	Brock Sellards (Hon), New Philadelphia, OH	(133)
4.	Casey Lytle (Hon), Santa Clarita, CA	(114)
5.	Shae Bentley (Kaw), Ellenwood, GA	(86)
6.	Tony Lorusso (Suz), East Hartford, CT	(78)
7.	James Povolny Jr. (KTM), Mendota Heights, MN	(70)
8.	Jim Neese (KTM), Greensboro, NC	(69)
9.	Robbie Skaggs (Yam), Lawrence, KS	(66)
10.	Corey Keeney (Yam), Oakdale, MN	(63)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds):

1.	John Dowd (Yam), Chicopee, MA	(159/3 wins)
2.	David Vuillemin (Yam), France	(147/3 wins)
3.	Stephane Roncada (Hon), France	(145/1 win)
4.	Nathan Ramsey (Kaw), Hixon, TX	(111)
5.	David Pingree (Hon), Menifee, CA	(93)
6.	Greg Schnell (Yam), Rancho Cucamonga, CA	(84)
7.	Michael Brandes (Suz), Quail Valley, CA	(72)
	Jason McCormick (Hon), Vancouver, WA	(72)
9.	Travis Preston (Suz), Hesperia, CA	(68)
10.	Jeff Willoh (Suz), Glendale, CA	(67)



RICH KING

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 17 of 19 rounds):

1.	Scott Parker (H-D), Swartz Creek, MI	(261/6 wins)
2.	Chris Carr (H-D), Fleetwood, PA	(256/3 wins)
3.	Rich King (Hon), Dysart, IA	(253/2 wins)
4.	Will Davis (H-D), Goldsboro, NC	(252/4 wins)
5.	Steve Morehead (H-D), Findlay, OH	(151)
6.	Kevin Varnes (H-D), Pottstown, PA	(138)
7.	Jay Springsteen (H-D), Lapeer, MI	(136)
8.	Joe Kopp (H-D), Mica, WA	(135)
9.	Bryan Bigelow (H-D), Au Gres, MI	(119)
10.	Dan Butler (H-D), Waterford, MI	(112)

H-D SPORTSTER PERFORMANCE SERIES
(After 11 of 13 rounds):

1.	Jess Roeder, Monroeville, OH	(176/4 wins)
2.	Shaun Russell, San Jose, CA	(139)
3.	Scott Stump, Langhorne, PA	(128)
	Gary Rogers, San Jose, CA	(128)
5.	Brian Kromroy, Madison, WI	(105)
6.	Mike Hacker, Prince George, WA	(99/2 wins)
7.	Billy Martin, Stockton, CA	(92)
8	Davey Camlin, Rock Island, IL	(91/2 wins)
9.	Willie McCoy, Richardson, TX	(82)
10.	Tim Eades, Petersburg, VA	(64)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 5 of 7 rounds):

1.	Ty Davis (Yam), Hesperia, CA	(110/2 wins)
2.	Destry Abbott (Kaw), Peoria, AZ	(90/1 win)
3.	Dave Ondas (Kaw), Trabuco Canyon, CA	(68)
4.	Donnie Book (Yam), Gypsum, CO	(66/1 win)
5.	Paul Krause (Kaw), Irvine, CA	(59)
6.	Brian Brown (Kaw), Nampa, ID	(58/1 win)
7.	Steve Hengeveld (Kaw), Oak Hills, CA	(53)
	Dan Richardson (Kaw), Fountain Valley, CA	(53)
9.	Doug Chiapuzio (Kaw), Camarillo, CA	(42)
10.	David Hamel (Kaw), Sparks, NV	(41)
	Nick Pearson (KTM), Pioche, NV	(41)
	Russell Pearson (KTM), Pioche, NV	(41)

AMA NATIONAL C'SHIP HARE SCRAMBLES SERIES
(After 5 of 9 rounds):

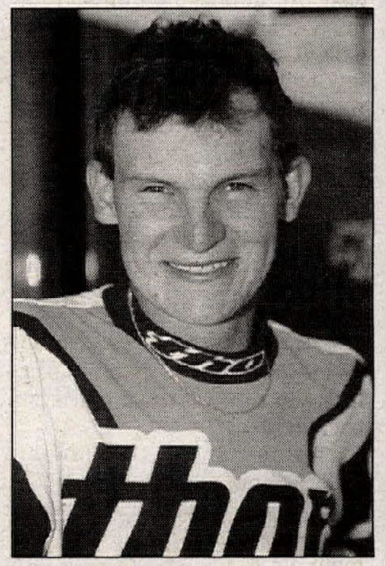
1.	Doug Blackwell (Yam), Parkersburg, WV	(115/3 wins)
2.	Brian Garrahan (KTM), Boulder Creek, CA	(97/1 win)
3.	Mike Lafferty (KTM), Millville, NJ	(79)
4.	Patrick Garrahan (KTM), Boulder Creek, CA	(75)
5.	Dave Flashberger (Hon), Pleasanton, CA	(36)
6.	Josh McLevy (Hon), Fairfield, CT	(35)
	Blair Bersano (Kaw), Pinconning, MI	(35)
8.	Luca Tussardi (Kaw), Italy	(32)
9.	Sean Wilson, Maple Valley, WA	(31)
10.	Fred Andrews (Kaw), Salem, OH	(30/1 win)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 10 of 13 rounds):

1.	Rodney Smith (Suz), Oakley, CA	(175/5 wins)
2.	Scott Summers (Hon), Petersburg, KY	(148/2 wins)
	Fred Andrews (Kaw), Salem, OH	(148/2 wins)
4.	Steve Hatch (Suz), Ithaca, NY	(145/1 win)
5.	Barry Hawk Jr. (Yam), Uniontown, PA	(107)
6.	Jim Jarrett (Kaw), Minerva, OH	(104)
	Randy Hawkins (Yam), Travelers Rest, SC	(104)
8.	Robbie Jenks (Yam), New Straitsville	(87)
9.	Paul Edmondson (Suz), Corona, CA	(84)
10.	Josh McLevy (Hon), Fairfield, CT	(57)

AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 10 of 10 rounds):

1.	Michael Lafferty (KTM), Millville, NJ	(230/6 wins)
2.	Doug Blackwell (Yam), Parkersburg, WV	(130/1 win)
3.	Patrick Garrahan (KTM), Boulder Creek, CA	(123)
4.	Randy Hawkins (Yam), Travelers Rest, SC	(117/1 win)
5.	Matt Stavish (Hon), Blaine, MN	(117)
6.	Ty Davis (Yam), Hesperia, CA	(81/2 wins)
7.	Jason Dahners (Hbg), Redmond, WA	(70)
8.	Destry Abbott (Kaw), Peoria, Arizona	(54)
9	Fred Hoess (Suz), Stanhope, NJ	(50)
10.	Russell Pearson (KTM), Pioche, NV	(46)



DONNIE BOOK

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES
(After 7 of 10 rounds):

1.	Geoff Aaron (Bet), Alpine, CA	(182/3 wins)
2.	Jess Kempkes (G-G), Lincoln, NE	(162/3 wins)
3.	Raymond Peters (G-G), Beaver Dams, NY	(158/1 win)
4.	Ryon Bell (Mon), Canada	(156)
5.	Dennis Sweeten (Mon), Oregon City, OR	(104)
6.	Matt Moore (Mon), Sapulpa, OK	(100)
7.	Michael Bryant (Bet), Bulington, CT	(95)
8.	Chris Bardell (G-G), Millerstown, PA	(85)
9.	Travis Fox (G-G), Montoursville, PA	(80)
10.	Brian Capper (G-G), Ansonia, CT	(68)

Seeling breaks through

By Kevin McKenna

READING, PA, SEPT. 17-20

If he hadn't already won nine of the season's first 10 events and wasn't already well on his way to a second Winston Pro Stock Bike championship, Matt Hines' gaffe against Angelle Seeling in the final of the Keystone Nationals might have been enough to cause him many sleepless nights.

Hines, who entered the Reading event on a 30-round win streak, did the unthinkable when he staged against Seeling's Team Winston Suzuki with his own transmission lodged in second gear. As soon as he dumped the clutch, his Vance & Hines Eagle One Suzuki GSX-R bogged, then rolled to a stop a few feet off the starting line, as Seeling rocketed to a 7.35 to claim her second win of the season.

"I just screwed up, that's all," said Hines, who needs only to qualify at the remaining three races to lock up his second series championship. "When I was doing the burnout, my hand slipped off the throttle and I lost my concentration."

Hines' troubles gave Seeling the break she has been looking for since her last win at the Mopar Parts Nationals back in May.

"I was going to beat him anyway," said Seeling, who has now won four of 11 in final rounds in her career. "Two weeks ago at Indy, I let all the excitement get to me, and I lost to him twice. This time, I was totally focused. In fact, I didn't even know he wasn't next to me until I got to the finish line. I was just trying to make the best run I could."

Prior to the final, Seeling and her crew, led by team owner George Bryce and crew chief Ken Johnson, elected to change engines in a desperate attempt to lessen Hines' performance advantage.

"What did we have to lose?" Seeling said. "We ran a 7.42 in the semis, and we knew that wasn't going to cut it against Matt. There was nothing wrong with the engine; it was just slow. We had a spare engine in the trailer, but we had never run it in the bike. George even guessed on the tuneup. He just gave it what it liked on the dyno, and it worked out fine."

For a class that has been predictable for most of the season, the Keystone Nationals was a refreshing change as, even though Hines and Seeling met in the final for the fourth straight event, a number of others enjoyed a successful weekend, including Steve Johnson, who advanced to the semifinals for the second time in two events. Johnson knocked off number-three qualifier Greg Underdahl in round two before losing a close 7.42-7.49 battle against Seeling.

John Smith's luck also took a turn for the better, as he rode the Anoka-Ramsey Suzuki to his first semifinal finish in five events. Smith qualified with a fourth-best 7.40, and beat Rob Short's Kawasaki ZX-11 and Brian Ayers before a red light ended his day against Hines in the final-four round.

"I was trying to cut a perfect light, because I figured that was the only way to beat Matt," said Smith, who left just .006 of a second before the green light. We're gradually getting ourselves back on the right track. It's been a long season. I guess we're lucky that we're still in third place, so things could be a lot worse."

Early in the event, it looked like Hines would have little trouble cruising to his 20th career victory. After two sub-par qualifying runs, he set the Maple Grove Raceway track record with a 7.27 and made the quickest run of eliminations in round one, with a one-sided 7.32-7.96 win over Horace Wright. Hines ran more than a tenth quicker than anyone else in round two, with a 7.32-7.49 win over AMA ProStar Pro Stock champ Paul Gast, who was making a rare NHRA appearance on his Dynatek Suzuki.

"We really thought we could set the national record here, but the air and track conditions weren't good enough," said Hines, who holds the current NHRA elapsed-time record with a 7.24. "On my last qualifying run, I short-shifted the bike and we still ran 7.27, so that might have been good enough to do it."

Seeling against spent most of qualifying chasing Hines. She ultimately wound up second in the 16-bike field with a 7.33, a full .06 of a second behind Hines.

"My crew has the bike running pretty good now, so the pressure is on me to make it happen," Seeling said. "I'm not used to that much pressure. I'm not a robot; I'm human, and when I let my team down, I'm very hard on myself. That's just the way I am. That's what makes wins like this one so special. It doesn't matter what happened to Matt. I did my job, and that's what counts. I just hope we can get another win or two before the season is over." CN

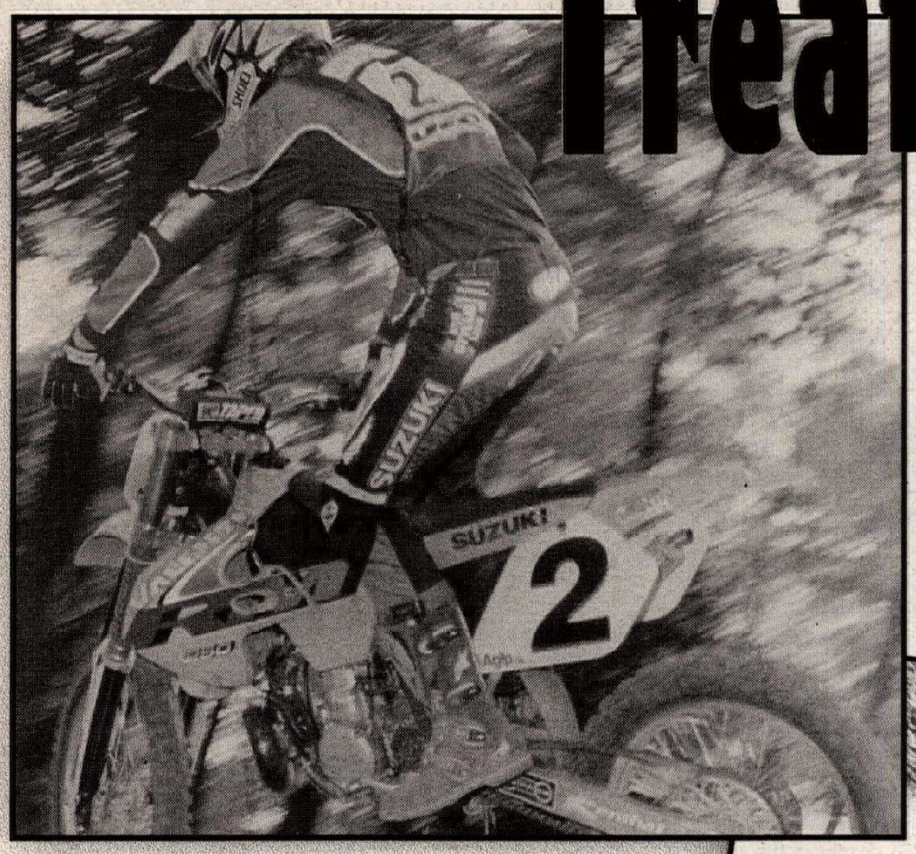
Maple Grove Raceway
Reading, Pennsylvania
Results: September 17-20 (Round 11 of 14)

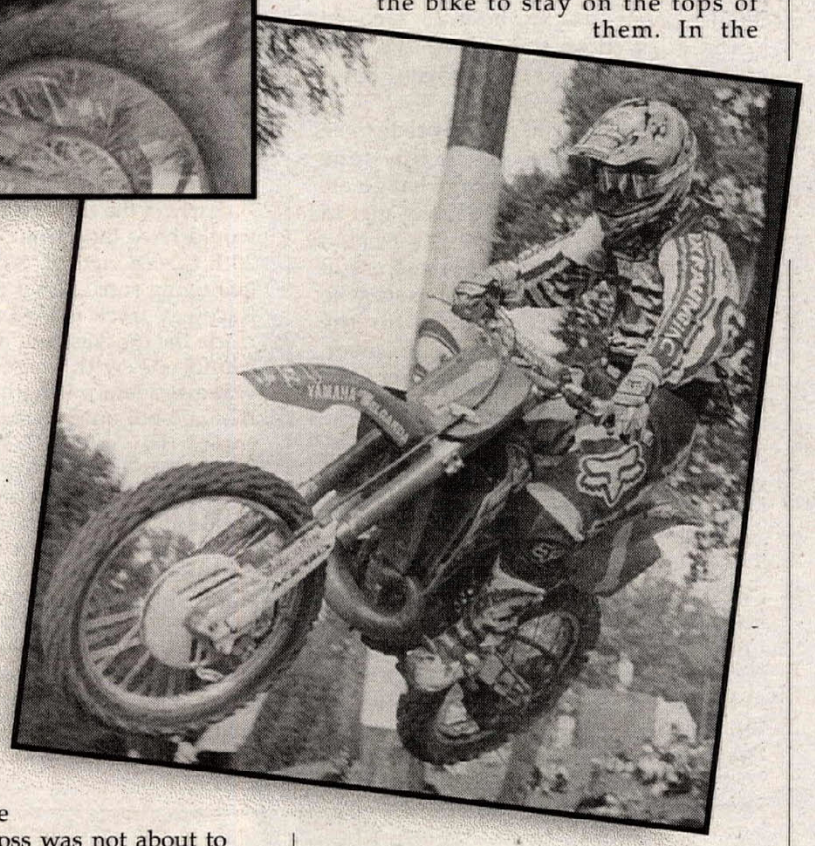
PRO STOCK FINAL: 1. Angelle Seeling (Suz) 7.35, 180.21; 2. Matt Hines (Suz) DNF.

Upcoming Rounds:
Round 12 - Memphis, Tennessee
Round 13 - Houston, Texas

(Above) Matt Hines' 30-round win streak came to an end in the final of the Keystone Nationals when he left the starting line in second gear against Angelle's Seeling's Team Winston Suzuki. Seeling, with a 7.35, would have been tough to beat anyway. (Right) Seeling returned to the site of her first National-event victory in 1996 with her second win at Maple Grove Raceway. The Team Winston rider now has four wins in 11 career finals, and is the only racer other than Hines to win in 1998.

Ward's Triple Treat





(Above) Larry Ward rode to victory at the 15th running of the UFO FastCross race in Italy. It was his third win at the event. (Right) In his first major race since suffering a wrist injury, Jeremy McGrath rode to a crash-induced eighth. He did, however, win the one-on-one, single-lap Challenge race against Ward.

By Geoff Meyer

ARSAGO SEPRIO, ITALY, SEPT. 20

Cutting through the tall trees that lined the Arsago Seprio motocross track in northern Italy, Team Suzuki's Larry Ward was setting himself up for a historical victory. The tall American was only minutes away from winning his third consecutive UFO FastCross.

With another three-time winner, Ricky Johnson, watching from the comfort of the winners' podium, Ward crossed the finish line ahead of Kawasaki-mounted Ryan Hughes and Yamaha rider Tallon Vohland. Ward was, once again, a winner in Europe, and with a wave to the 25,000-strong Italian crowd, the sometimes brilliant Ward once again showed why he is rated so highly throughout the world.

"I put more pressure on myself here. I wanted to equal Johnson's tally (Johnson won in 1987, '88 and '90)," Ward said. "I always go fast in Europe, and the people here like what I do."

This year's FastCross was extra-special, as it was a celebration of its 15th year of racing. Johnson came to Italy as a special guest and the crowd had not forgotten the legend.

"It was nice - the spectators really showed respect," Johnson said. "I loved racing on this track; it is one of the places I loved most."

As he has done his entire career, Ward sat around unnoticed, waiting for his moment to come.

Jeremy McGrath was the focus of the Italians' attention again, being that this was his first race back from injury, and the king of supercross was not about to use this race as a warmup for the upcoming Vegas Supercross.

"No way - I'm here to win," McGrath said. "I have worked hard while I've been away. I want these guys to see that I can finish up front. Sure, the Vegas Supercross is coming up, and that's on my mind, but winning every time I go out is most important."

Light rain had dampened the Arsago Seprio layout, but for a number of European riders, the wet track was the least of their problems. Some new whoops had been introduced, and, for a track had in the past been half-motocross and half-supercross, it was starting to look very much as though the track was now for supercross riders only.

Pit Beirer, who had only a week earlier battled hard with Stefan Everts and Sebastien Tortelli, was one of the worried Euros.

"It's like going back to school," the German rider said. "Last week I'm running up front in a GP, this week I will be a novice."

Vohland, very much an American but a GP regular, was also not sure what to expect.

"I always go good here," he said. "Last year I won just about everything, but those whoops will knock me out - I'm not so good on those things."

The heats would be run over five laps of the nearly one-mile track.

The first heat of the day was - as expected - all Larry Ward's; he took home the bacon, winning ahead of Vohland, Stephane Roncada and Beirer.

Following Ward's example, Mike LaRocco took his Jack in the Box Honda to a magical win over Yamaha's John Dowd, 125cc World champ Alessio Chiodi, and Edgar Torronteras.

McGrath took a two-second win over Hughes in the third heat after a heated battle for much of the race. Jimmy Button finished third, followed by New Zealand's Josh Coppins and former World Champion Alex Puzar.

Despite winning his heat race, Ward complained of fork-setup problems and felt a general dissatisfaction for a section of the track.

"I want to get the bike working for the semis; it (the fork) was not good, and on those whoops you need the bike to be running smooth," Ward said. "I don't know what it is, but I cannot get the bike to stay on the tops of them. In the whoops, that's the most important thing - to keep skimming along the top."

McGrath, on the other hand, was not unhappy with his result, although the track was causing him some difficulties. Still, his starting technique - one of the best around - gave him some luck.

"It's dried out from this morning in practice, but it's now slick," McGrath said. "It's either too wet, or too slick, but I am not that unhappy with it, no way. I was able to get to the front quickly. A win's a win, so I am not about to complain."

As for heat two, winner LaRocco had his mind on the winner's purse.

"I have been here so many times, I want to win this thing," he said. "I think I have a good chance this year."

LaRocco, like Vohland, has made his share of podiums at the Italian event, finishing second to Damon Bradshaw in 1989 and second to Bader Mannah in 1991. The Honda rider also picked up a third place in 1996.

If the American were laughing after the heats, then the semifinals would prove even more difficult for the locals.

Run over six laps, the semifinal races once again showed the dominance of the best supercross exponents in the world. LaRocco and Hughes this time blitzed to the wins: Hughes over Ward, Button, Vohland and Beirer, and LaRocco over Dowd, Roncada, Alex Belometti and McGrath. Hughes, who will prob-ably live in Italy in 1999, showed his courage with some full-throttle action.

"Coming onto the main straight, I just held the throttle on full and rode right up onto the bank in front of the crowd," Hughes said, "It seemed the better line."

Ward was not too happy with second place; he had battled hard to keep Hughes out only to give him the win on the second-to-last lap.

"I felt good, making some nice lines," Ward said. "He (Hughes) was fast through on the whoops, and I think that was where he made much of his time. I'll try and sort them out before the final."

LaRocco's win was all the more sweeter as former Suzuki teammate McGrath finished a disappointing fifth.

"I crashed early and was about 15th or something," McGrath explained. "Then I got up and crashed again. By the time I worked my way through to fifth, the race was over."

Also crashing out at the semi stage was Chiodi. The Italian had been fighting for sixth place when he fell on one of the big jumps, sending his home crowd into a frenzy.

Chiodi would, however, make it though the last-chance race.

Prior to the final, the riders would line up for a crazy one-on-one, single-lap-dash race. While this was once again a show of American power, Beirer and Chiodi did their best to keep the European hopes alive with some all-out riding, both fighting their way into the semifinal stage. In the end, though, Beirer, who had beaten LaRocco and Puzar, lost to Ward and Chiodi, who had beaten Mike Jones. Button finished his semi behind McGrath. In the final, McGrath showed his fast-gating style and won easily over Ward.

The final would be run over 15 laps, and Ward was hoping he would have the advantage in the long race.

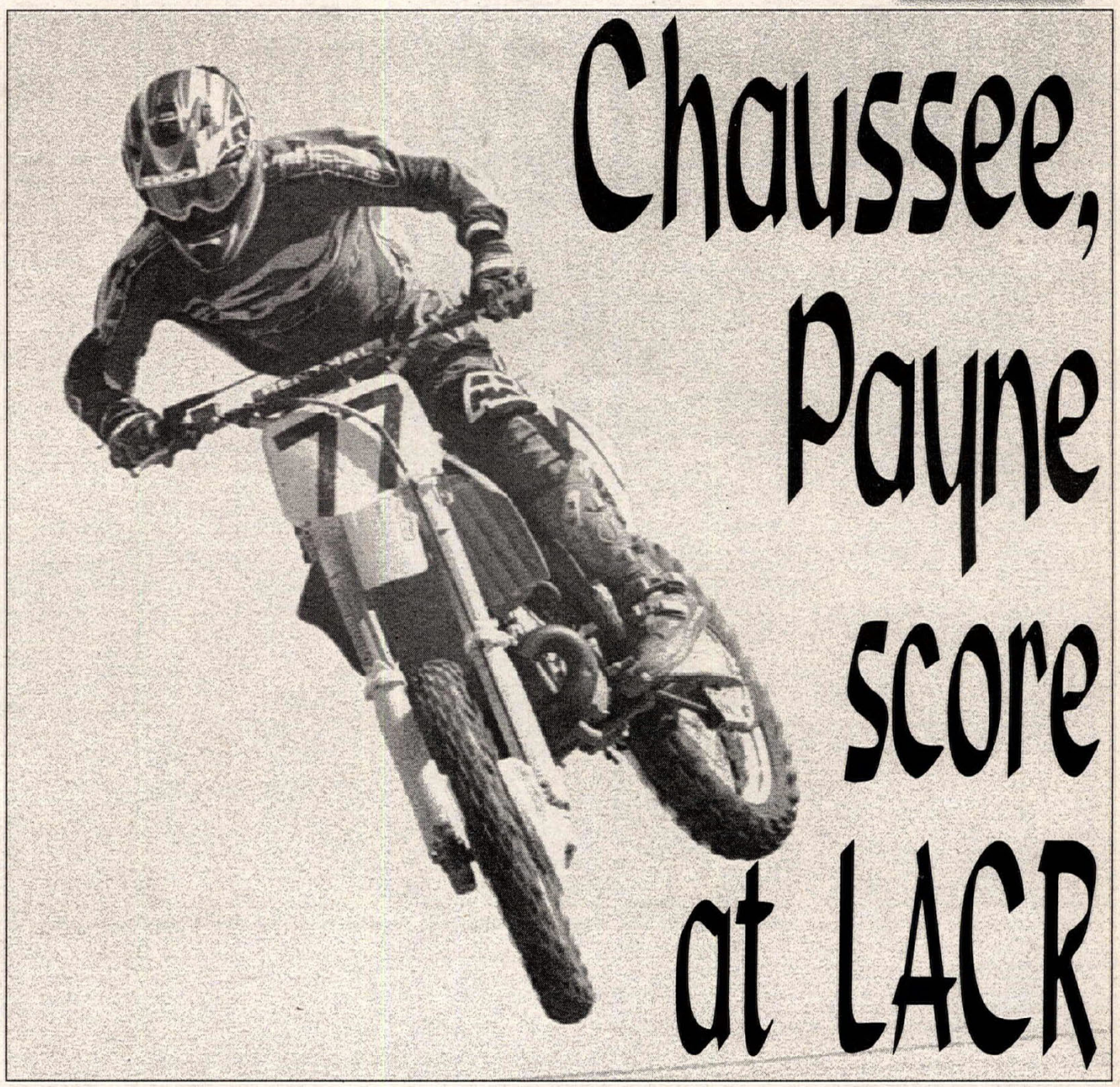
"He (McGrath) has been out," Ward said. "With 15 laps, his conditioning should tell. I hope it's in my favor."

The Suzuki rider did not to have worry, though, as McGrath would find himself in 15th place after lap one. Ward gated in second and was looking the better of the two. Hughes held the lead for a time, but Ward, showing his liking for the Italian track, swept past the Kawasaki rider on lap two and was never headed, winning over Hughes, Vohland, LaRocco, Button, Dowd, Chiodi, McGrath, Beirer and Belometti, in that order. CN

15th annual FastCross
Arsago Seprio, Italy
Result: September 20, 1998

Final: 1. Larry Ward (Suz); 2. Ryan Hughes (Kaw); 3. Tallon Vohland (Yam); 4. Mike LaRocco (Hon); 5. Jimmy Button (Yam); 6. John Dowd (Yam); 7. Alessio Chiodi (Husky); 8. Jeremy McGrath (Yam); 9. Pit Beirer (Hon); 10. Alessandro Bellometti (Yam); 11. Stephane Roncada (Hon); 12. Alessandro Puzar (Yam); 13. Chris Ravaglia (Hon); 14. Peter Iven (Kaw); 15. Bader Mannah (Yam).

Chaussee, Payne score at LACR



Jeremy Chaussee flies through the air to take the number-one position in the 250cc Pro contest in round two of the GFI Racing Fall Series in Palmdale, California.

By Greg Robertson

PALMDALE, CA, SEPT. 20

After claiming the 250cc Pro win at the opening round a couple of weeks ago at Glen Helen Raceway, rookie Pro Jeremy Chaussee proved his speed is for real as he worked his way to the front of the pack for the 125cc Pro win at Los Angeles County Raceway during the second round of GFI Racing's annual Fall Series.

Team Green's Billy Payne, who missed the first round, returned to go wire to wire for the 250cc Pro-class victory at this Noleen-sponsored event.

Payne won the drag race to the first turn when the 20-minute one-shot 125cc Pro moto got under way. Payne's lead lasted exactly one turn before Jeff Willoh forced him off the track temporarily. Honda of Troy's Casey Lytle was quickly into second, just ahead of Payne, Chaussee and Donovan Mitchell. Lytle was all over Willoh and kept the throttle on a little longer while coming down off the Over-and-Under section on the opening lap to take the lead. Willoh stayed glued to Lytle, while Chaussee hounded Payne in third.

Lytle slowly pulled clear of Willoh, and it started to look like the race would be his - until he went down.

"I came in a little too far to the left in the whoops," explained Lytle. "If you go to the left, it kind of sucks your back end out sideways a little bit, and by the end of the whoops I was more sideways and I hit the berm and both of my tires washed up the face of the berm. It was kind of a bummer. I was pulling away a little bit and I thought I could have wrapped it up."

Willoh now led, with Chaussee getting around Payne when Payne bumped into the downed Lytle. At one point, Willoh had five seconds on Chaussee, but Chaussee, who was now being pushed by Payne, soon caught the Suzuki-mounted Willoh.

With three laps remaining, Chaussee found a quicker line through the whoops to pass Willoh for a lead that he would hold until the checkers.

"That good start helped out a lot," said the Thousand Oaks/Axo/Pro Circuit/Radiator Shop-backed Chaussee after the win. "I knew that Willoh would get a little tired because he kept that pace up and was riding hard."

Payne also used the whoop section to pass Willoh with slightly over a lap remaining to claim the second-place money.

"I had the holeshot and Jeff (Willoh) kind of put me off the track in the second corner and I got passed by a couple of guys, and that screwed up my rhythm," said Payne. "I made a lot of mistakes the first couple of laps, and then I got my rhythm again and it was too late by the time I came up on him (Chaussee)."

Willoh kept his Stiffie/Dunlop/Maxima/Works Connection/UFO/HRP/IMS-sponsored RM125 right in there for a close third, ahead of Lytle.

"I had the lead and was riding fine and then made a couple of mistakes," Willoh said. "My arms started to pump up after that and I couldn't hold on very much longer, and those guys got by me."

Mitchell brought his YZ125 across the finish line in fifth. Tommy Harrison fought back from a bad start to sixth, ahead of Jason Dubin and Eigo Sato.

Payne nailed his second holeshot of the day over Chaussee, Willoh and Ty Kady as the single 20-minute 250cc Pro moto began. Chaussee and Willoh were all over Payne, making for a great three-rider battle for the lead that would last for the next seven laps.

At the halfway point, Chaussee made a bobble and Willoh was into second place. Willoh kept Payne in sight, and with a couple of laps left he closed in on the leader, but it was all Payne at the checkers.

"That was a little more my kind of race," said Payne after his win. "I got the holeshot, which is what I needed. I heard Willoh back there. I started to pull away in the first couple of laps, and I had this one bad line that I was taking and I think I took it for about half the moto before I figured it out, but once I got that down, I don't think they even came close."

Second-place payback went to Willoh, who ended up a few seconds ahead of Chaussee.

"I started to reel him (Payne) in, and then the two-laps-left board came out and I made a mistake in the back and then some lappers were there, and he pretty much sewed it up right there," said Willoh.

Kady, on his Anaheim Suzuki/Pro Circuit/MSR/Motul/Ceet-backed RM250, had his hands full with Honda of Troy's team manager and former Vet World Champion Erik Kehoe for the entire 20 minutes, but he would prevail in the end for fourth. Dubin slowly worked his way up for sixth, ahead of Jason Fields and Tim Sharp.

Donnie Durrer was untouchable in the first 125cc Novice moto, running away with the win over Scott Howe and Kane Jameson. Howe grabbed the holeshot in round two and went uncontested for the moto and overall win. Jameson and Durrer got bad starts. Jameson worked up to collect second overall with 3-3 rides. Durrer fought his way through to finish fifth and earn third overall, edging out the 5-2 of Matt Condon.

Travis Smith used his home-track advantage to pick up the 250cc Intermediate win. Brian Reichel got around Smith on the last lap of moto two, but a third in round one held him to second overall behind Smith. Nick Mairose, Rudy Rodriguez and Brandon Milstead rounded out the top five. CN

Glen Helen Raceway
Palmdale, California
Results: September 20, 1998 (Round 2 of 4)

50 STK (4-6): 1. Dakota Garner (Cob); 2. Jake Lacey (Cob).

50 STK (7-8): 1. Jonathan Horgan (KTM); 2. Cody Tithof.

50 OPEN: 1. Dakota Garner (Cob); 2. Taylor Lacey (KTM); 3. Jonathan Horgan (KTM); 4. Cody Tithof (KTM).

60 F/T: 1. Alan LaFromboise (Kaw).

60 BEG: 1. Zachary Cruz (Kaw); 2. Casey Huntley (Kaw); 3. Tayler Lacey (KTM); 4. Jake Lacey (KTM).

60 NOV: 1. Brys Kuntz (Kaw); 2. David Medina (Kaw); 3. Shana Rhinehart (Kaw); 4. Justin Carmody (Kaw); 5. B.J. Bohrer (Kaw).

60 OPEN: 1. Robert Memoli (Kaw); 2. Justin Carmody (Kaw); 3. Casey Huntley (Kaw); 4. Zachary Cruz (Kaw); 5. B.J. Bohrer (Kaw).

80 BEG: 1. Steven Forsythe (Yam); 2. Anthony Charette (Yam); 3. Michael Serrato (Yam); 4. Cody Sandefer (Hon); 5. Brys Kuntz (Yam).

80 NOV: 1. Ryan Roybal (Hon); 2. Chase Meineke (Yam); 3. Brandon Currie (Kaw); 4. Scott Theobald (Yam); 5. Robert Memoli (Hon).

80 INT: 1. Donnie Gritton (Yam); 2. Chris Norr (Suz); 3. Brandon Schlensig (Yam); 4. Chris Nihan (Suz); 5. Kevin Payne (Yam).

80 EX: 1. Daryl Ecklund (Yam).

S/MINI: 1. Daryl Ecklund (Yam); 2. Donnie Gritton (Yam); 3. Brandon Schlensig (Yam); 4. Scott Buttrell (Yam); 5. Ace Eure (Hon).

125 BEG: 1. Charles Dana (Yam); 2. Jaime Dietz (Yam); 3. Kyle De Quillettes (Yam); 4. Chad Rozanek (Suz); 5. Philippe Cueto (Yam).

125 NOV: 1. Scott Howe (Yam); 2. Kane Jameson (Yam); 3. Donnie Durrer (Yam); 4. Matt Condon (Yam); 5. Josh Mason (Yam).

125 INT: 1. Mike Sleeter (Yam); 2. Dusty Walters (Yam); 3. Jake Elkins (Yam); 4. Chris Elliott (Yam); 5. Brian Reichel (Yam).

125 PRO: 1. Jeremy Chaussee (Kaw); 2. Billy Payne (Kaw); 3. Jeff Willoh (Suz); 4. Casey Lytle (Hon); 5. Donovan Mitchell (Yam).

250 BEG: 1. Gavin Rome (Yam); 2. Alvino Garcia (Yam); 3. Richard West (Yam); 4. David Dymond (Kaw); 5. Jess Gardner (Hon).

250 NOV: 1. Joey Cirocco (Kaw); 2. David Nickols (Hon); 3. Patrick Terry (Yam); 4. Carl Maassberg (Hon); 5. Louis Tozser (Hon).

250 INT: 1. Travis Smith (Kaw); 2. Brian Reichel (Yam); 3. Nick Mairose (Suz); 4. Rudy Rodriguez (Kaw); 5. Brandon Milstead (Suz).

250 PRO: 1. Billy Payne (Kaw); 2. Jeff Willoh (Suz); 3. Jeremy Chaussee (Kaw); 4. Ty Kady (Suz); 5. Erik Kehoe (Hon).

25+ BEG: 1. Joel Plitt (Yam).

25+ INT: 1. Craig McCall (Kaw); 2. Chris Turner (Kaw).

25+ EX: 1. Dustin Evans (Yam).

30+ BEG: 1. Jeff Millard (Yam).

30+ NOV: 1. R.K. Field (Suz); 2. Dennis Petracca (Hon); 3. Robert Bang (Kaw); 4. Scott Freeman (Yam); 5. Jay Pavlovec (Hon).

30+ INT: 1. Greg Pierce (Yam); 2. Craig McCall (Kaw).

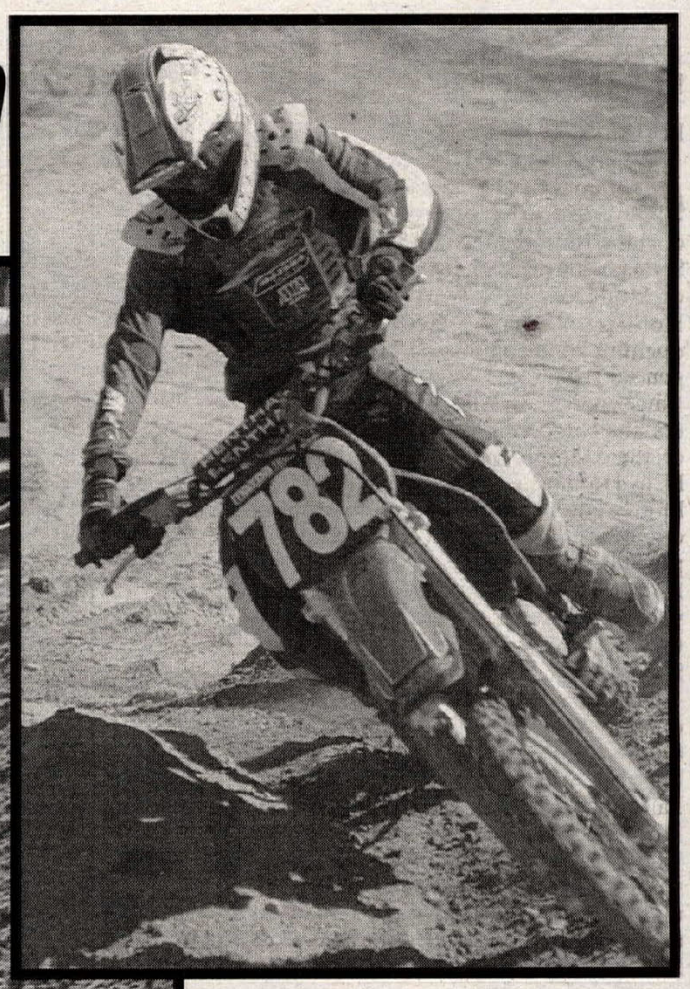
30+ PRO: 1. Erik Kehoe (Hon); 2. Joe Hopkins (Kaw).

35+ NOV: 1. Louie Tozser (Hon).

35+ EX: 1. Juan Benavidez (Yam).

40+ NOV: 1. Mark Hesse (Yam); 2. Brad Sloan (Yam); 3. Larry Hipp (Yam).

Huffman again!!!



(Above) Mike Young, riding in the 125cc Pro class, had the comeback ride of the day and ended up finishing second. (Left) Tim Langdon maneuvered his bike to the top position in the 125cc Pro class at round two of the Trans-Cal Nationals South, held at the Badlands Raceway in Victorville, California.

By Tony Alessi

VICTORVILLE, CA, SEPT. 20

For the second straight week, Team Kawasaki's Damon Huffman was victorious in the 250cc Pro ranks, this time posting a perfect set of moto wins for the overall victory during round two of the SunStar Sprockets-sponsored Trans-Cal Nationals, held at the Badlands Raceway.

CMC's Marc Peters put in many long days and nights designing another masterpiece of a race track. "Just add water," said one enthusiast about the National-level racecourse that was cut out of the desert sand.

For Damon Huffman, today's race was just another small step in the right direction for the fallen factory star as he all but dominated both 250cc Pro motos.

"Damon is on the comeback trail," said Huffman's personal trainer, Mike Rossi. "Damon is an amazing athlete. His recovery is due mostly to his own personal determination. He has been swimming, mountain-biking and running most every day."

Huffman handled Spud Walters in both motos of competition by keeping the "new dad" at bay from the drop of the gate to the finish line in both 250cc Pro motos to score the overall win.

"World Traveler" Mat Bateman flew into town to score a well-deserved third-place finish on his FMF/Del Amo-backed Suzuki, while Beau Baron, Jeremy Heil and Wiseco-backed Mike Gibson rounded out the top six.

"Young Gun" Mike Young was a runaway winner aboard his Sampson Wear-backed Yamaha in the first 125cc Pro moto.

Tim Langdon worked up after a less-than-desirable start to capture second, while Hawk White, Dustin Ryley and Ryan Orr rounded out the top five.

The second moto saw Young fall in the second turn and put in the comeback ride of the day on his FMF-prepared YZ125.

Hawk White led for a while and then fell near the start area, giving the lead to Team Green rider Tim Langdon. Young charged through the pack and challenged Langdon for the lead during the final few laps but couldn't muster enough speed to get by.

"I was trying to make the move," Young said. "Sometimes I tried going inside, other times the outside, but Tim was riding good and I just couldn't get by."

In the end, the day went to Langdon by way of his 2-1 finishes, which topped Young's 1-2 and Riley's 4-3 finishes.

R.J. Thompson sealed the third Kawasaki victory of the day by following in the footsteps of his Green Team counterparts Huffman and Langdon by scoring the overall win in the 125cc Intermediate division.

Thompson battled Team Thousand Oaks Yamaha's Jonathan Shimp during the first moto but snowplowed his front end and dropped back to third.

"I ran into his back wheel and tipped over," Thompson said.

Shimp went on to score the win, followed by Pro Circuit rider Sean Hamblin and Thompson.

Thompson ran away with the second moto on his Team Green/Pro Circuit machine while Sean Hamblin gave chase in second. First-moto winner Shimp fell at the start but got up and passed more than 20 riders to finish fourth behind Chris Neitzel and Mike Collier.

Hamblin was issued a "no score" for participating on an ineligible machine and was denied his runner-up position.

"My bike was wrecked after the Schoolboy race, so I borrowed one for this race, but I guess someone complained," Hamblin said.

Even though Hamblin's score was protested, he proved his worth by running close to the point position all day long. In short, Hamblin rode a nearly perfect set of races.

Team Thousand Oaks Yamaha-backed Ross Garcia was the day's top mini pilot, posting three out of four wins in both the 80cc (14-16) and Supermini divisions.

Garcia's only moto loss came at the hands of 11-year-old Brandon Layton, who scored the second-moto victory in the Supermini division.

Layton also topped his age division (7-11) by posting the overall win, topping Mike Alessi and FMF rider Edward Herring. CN

Badlands Raceway
Victorville, California
Results: September 20, 1998 (Round 2)

50 (4-6): 1. Cody Farrar (KTM); 2. Tommy Aquino (KTM); 3. Brett Downey (Cob); 4. Chris Plouffe (KTM); 5. Dylan Pemberton (Cob).

50 (7-8): 1. Danny Gonzalez (Cob); 2. Tylor Hemme (KTM); 3. Matthew Dormack (KTM); 4. Jake Canada (KTM); 5. Chapman Fiene (KTM).

60 (0-8): 1. Cole Seely (KTM); 2. Travis Christensen (Kaw); 3. Chad Gores (Kaw); 4. Bill Ballestero (Kaw); 5. Lance Coury (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Tye Hames (Kaw); 4. Mark Proscelle (Kaw); 5. Jamie Lanza (Kaw).

80 BEG: 1. Sean Borkenhagen (Kaw); 2. Erik Fauscette (Hon); 3. Michael Beinyea (Hon); 4. Steven Hoyle (Yam); 5. Chris Nishimura (Hon).

80 (7-11): 1. Brandon Layton (Yam); 2. Mike Alessi (Kaw); 3. Edward Herring (Kaw); 4. Jarred Browne (Yam); 5. Michael Parker (Hon).

80 (12-13): 1. Daton Beavers (Kaw); 2. Anthony Bruscella (Yam); 3. Sean Collier (Kaw); 4. Kelly Tedder (Suz); 5. Vincent Rhoads (Yam).

80 (14-16): 1. Ross Garcia (Yam); 2. Kyle Mace (Yam); 3. Erik Meyer (Yam); 4. Tyler Duncan (Yam); 5. Jamie Klein (Hon).

S/MINI: 1. Ross Garcia (Yam); 2. Brandon Layton (Yam); 3. Sean Collier (Kaw); 4. Kelly Tedder (Suz); 5. Jarred Browne (Yam).

SCHBY: 1. Jonathan Shimp (Yam); 2. Sean Hamblin (Yam); 3. Justin Mace (Kaw); 4. Turbo Reif (Hon).

125 BEG: 1. Joe Felts (Suz); 2. Steven Seeba (Yam); 3. Woody Stahl (Kaw); 4. Jennifer Caputo (Yam); 5. Robert Skinner (Yam).

125 JR: 1. Daniel Bagwill (Suz); 2. Mark Valcore (Yam); 3. Steve Staling (Yam); 4. Chris McDaniel (Yam); 5. Joey Lanza (Kaw).

125 INT: 1. R.J. Thompson (Kaw); 2. Jonathan Shimp (Yam); 3. Michael Collier (Kaw); 4. Chris Neitzel (Yam); 5. Gerrit Ordelman (Yam).

126 PRO: 1. Tim Langdon (Kaw); 2. Michael Young (Yam); 3. Dustin Ryley (Hon); 4. Ryan Orr (Yam); 5. Levi Reid (Yam).

250 BEG: 1. Dennis Wagoner (Yam); 2. Jim Saling (Yam); 3. Damen Adams (Hon); 4. Michael Zelda (Yam); 5. Jeff Haugh (Yam).

250 JR: 1. Mike Embry (Yam); 2. Eddie Laret (Yam); 3. Chay Smith (KTM); 4. Steve Saling (Yam); 5. Mike Moye (Kaw).

250 INT: 1. Jeremiah Moore (Hon); 2. Chris Neitzel (Yam); 3. Todd Mitchell (Suz); 4. R.J. Thompson (Kaw); 5. Mike Collier (Kaw).

250 PRO: 1. Damon Huffman (Kaw); 2. Spud Walters (Yam); 3. Mat Bateman (Suz); 4. Beau Baron (Yam); 5. Jeremy Heil (Yam).

500 INT: 1. D.J. Humphries (Yam).

25+ AM: 1. Chuck Kober (Suz); 2. Lance White (Suz); 3. Tom Bell (Suz); 4. Dustin Lunde (Suz); 5. Jim Kocink (Hon).

25+ MSTR: 1. Todd Mitchell (Suz); 2. Dane Hoeft (Suz); 3. John Zahrt (Suz); 4. Bob Shimp (Yam); 5. Martin Klossner (Yam).

25+ PRO: 1. Spud Walters (Yam); 2. Mat Bateman (Suz); 3. Paul Keller (Yam); 4. Jack Heller (Hon); 5. Brett George (Yam).

30+ INT: 1. Jef Harriott (Kaw); 2. Johnny Posca (Suz); 3. Robbie James (Yam).

30+ MSTR: 1. Jon Zahrt (Suz); 2. Martin Klossner (Yam); 3. Ron Rum (Suz); 4. Darrin Hoeft (Suz); 5. Bob Shimp (Yam).

30+ PRO: 1. Paul Keller (Yam); 2. Greg Crawford (Yam); 3. Michael Lopez (Suz); 4. Brett George; 5. Jack Heller (Hon).

VET BEG: 1. Donnie Bales (Hon); 2. Major Alford (Suz); 3. Stewart Fieller (Yam); 4. Wally Grass (Hon); 5. Jerry Jackson (Hon).

VET JR: 1. Tom Bell (Suz); 2. Jon Merrifield (Suz); 3. Vic Walker (Yam); 4. Manny Dominguez (Kaw); 5. Randy Commans (Yam).

O/TMX NOV: 1. Frank Derby; 2. Phil Blackburn; 3. John Fridlund.

O/TMX AM: 1. Barry Hale.

O/TMX EX: 1. Robert Ruder; 2. Jim McConnell.

WMN: 1. Jennifer Caputo (Yam); 2. Dawn Rogers (Yam); 3. Pam Clemons (KTM); 4. Trish Young (Yam); 5. Michelle Ross (Kaw).

O/T AM: 1. Steve Williams (Hon); 2. Doug Heil (Kaw); 3. Jim Masters (Kaw); 4. Brad Kelley (Hon).

O/T MSTR: 1. Ron Turner (Yam); 2. Jef Harriott (Kaw); 3. Ron Ruff (Suz); 4. Bob Shimp (Yam).

HOLLAND WITH A CLEAN SWEEP

By Jim and Valerie Enos

HOLLISTER, CA, SEPT. 21

Rusty Holland made a clean sweep of both the 125 & 250cc Pro classes by winning every moto at the opening round of the GFI California Fall Series, sponsored by MSR and Yamaha of Modesto. The always-challenging Hollister GP track played host to the opening round, which features contingencies from Goat, Yamaha, Suzuki and Kawasaki - and, with more than 350 riders, the competition was fierce. However, the AMP-prepped track was definitely to Holland's liking as the Clawson Motorsports/Honda-backed rider took on some of Northern California's top pro riders and was never seriously challenged. But this is a five-race series, and you can bet some of Holland's competitors will be zeroing in on the frequent Supercross and National rider.

The first 250cc Pro-class race started off with Vose Racing/Pro Circuit/Cycle Gear-backed Trevor Meagher taking the holeshot, followed by Jeff Northrop, Dan Paladino, Jeff Pestana and John Nelson. Holland was back in sixth, but he wouldn't stay there for very long. Meanwhile, up front, Meagher soon was under pressure from a fast-charging Pestana, who displaced Paladino and Northrop by the end of the first lap. Nelson never made it through the first lap due to mechanical problems. By the end of the second lap, Holland was hounding Pestana for the lead and coming out of the "Gravity Cavity" triple jump, and he nearly landed on Pestana. Pestana held his ground, though, and did his best to keep Holland behind him. However, the third lap proved to be Pestana's last at leading the field, as Holland made a smooth inside pass to take the lead.

Holland took the opportunity to check out, and he consistently stretched his lead lap after lap. Behind Pestana, Meagher had a lock on third place and began moving in. Meagher challenged Pestana on the uphill section but couldn't make the move. The checkered came out to greet Holland with the win, with Pestana holding off Meagher for second. The battle for fourth was won by Paladino, followed closely by Northrop.

"I got a decent start and just started picking guys off one by one," said Holland. "The track is still too smooth; I like it better when it's rough and rutted up."

Pestana, backed by Clawson Motorsports, Pro Grip and A-Ride Suspension, was pretty pleased with second.

"I got arm pump about halfway through the race," Pestana said. "I'm also kind of tired since I just spent the last four days in a truck coming back from the last National in Pennsylvania."

The second 250cc Pro-class race saw Holland snag the holeshot, followed by Meagher, Northrop, Pestana and Suzuki-mounted Ben Shank. Holland quickly opened up a 10-bike-length lead over Meagher. Meanwhile, Pestana made his way around Northrop, chased down Meagher and passed him over a tabletop. However, Pestana bobbled in the left-hand sweeper, allowing Meagher and Shank to scoot by. Pestana, mad at himself for making the mistake, caught back up to Shank. As the two came down the hill, Pestana was yelling at Shank - presumably asking him politely to move over. Shank held his ground until the "Gravity Cavity," where Pestana made his move, outjumping Shank. With Holland comfortably in front, Pestana caught and passed Meagher just before the uphill and settled into a secure second. A tight pack consisting of Meagher, Shank and Northrop battled the last few laps for third, but time ran out. The checkers waved for Holland, followed by Pestana, Meagher, Shank and Northrop.

"I backed off the last few laps and cruised, looking for new lines," Holland said. "The track is getting a little rougher - just how I like it."

The 125cc Pro-class race saw nearly all the same players on the gate, and the holeshot went to Team Green/Axo/FMF-backed Northrop. Holland followed in second and had his toughest race of the day. Northrop, who later commented that he felt a lot better on his 125, stayed in front of Holland for four laps and was on a torrid pace. Behind Northrop and Holland, Meagher was doing all he could to hold off Pestana. However, Pestana pulled a tricky inside-outside move to pass Meagher around the tight left-hander. Up front, Holland was stalking Northrop lap after lap until Holland decided he had seen enough of Northrop's rear fender. As the two approached a tight right-hander, Holland simply took the inside line away from Northrop to take the lead. Northrop would not give up, though, and he stayed with Holland turn after turn. With one lap to go, Holland emerged from the back section of the track with Northrop nowhere to be seen. In fact, Pestana came around in second, with Meagher right behind him. Northrop had gone down on the left-hand sweeper, but he got up in time to maintain fourth. Holland took the checkered flag with another commanding lead, followed by a consistent Pestana, Meagher, Northrop and Shank.

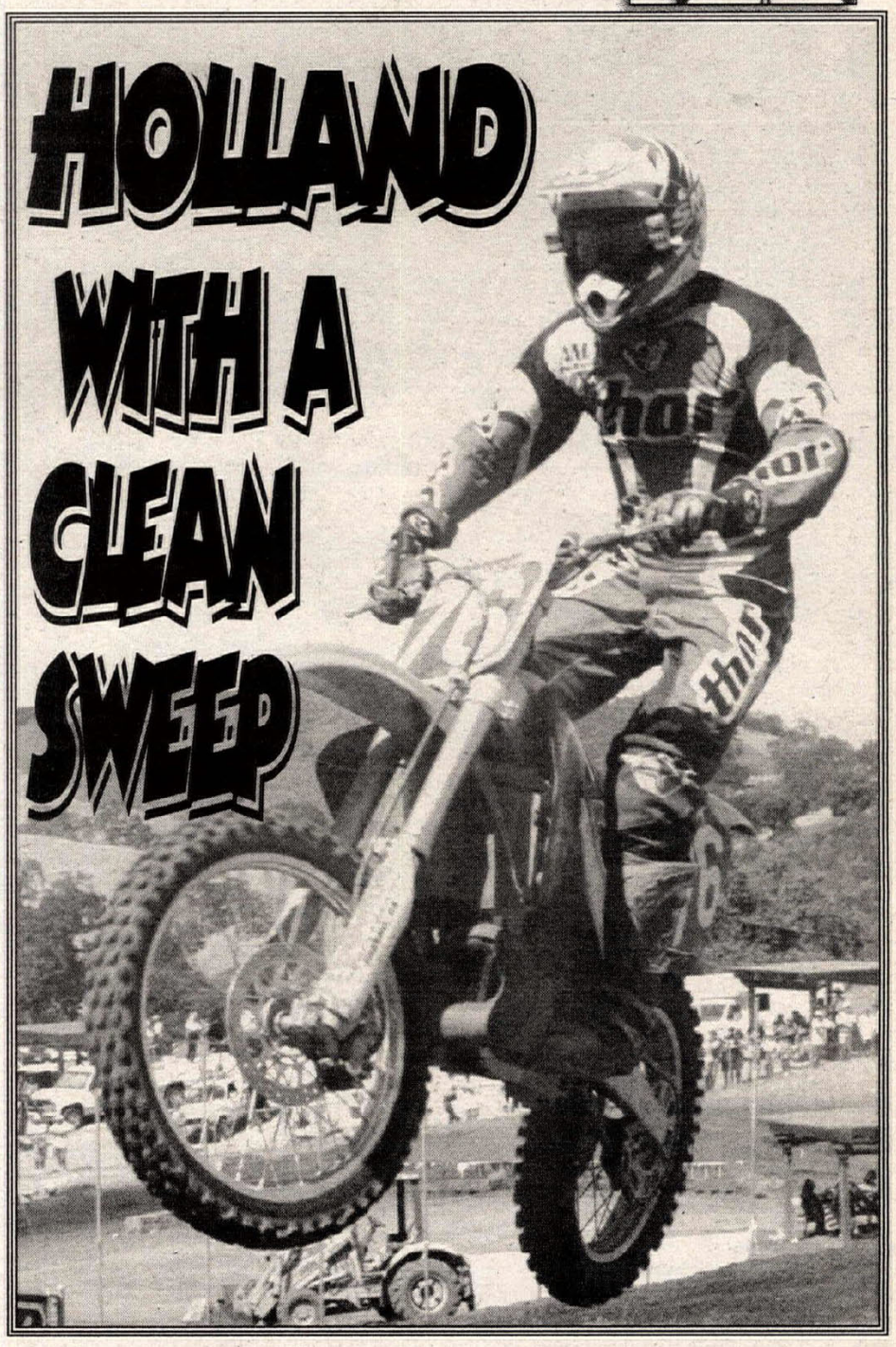
"I gave Jeff (Northrop) a little bump on that pass for the lead," Holland later commented. "He rode real well and I was kind of surprised to see him up front."

"I'm definitely faster on my 125," a somewhat disappointed Northrop said later. "I should have had an easy second place, but I lost the front end in the turn. Luckily, I still have another moto to go."

As the gate dropped for the start of the second 125cc Pro-class moto, it was Yamaha-mounted Dan Paladino taking the holeshot. Pestana, looking for a second overall on the day, was right behind, followed by Holland, Northrop and Meagher. Paladino was quickly challenged, as the pack was right on his tail entering the downhill. And things got hairy as the pack descended the hill when Pestana lost his front end, sending him tumbling down the hill and nearly taking out Holland. Pestana would remount, but not until the field had gone by and the front-runners were long gone. Paladino soon surrendered his lead to Holland, and Northrop followed suit, relegating Paladino to third. On the third lap, disaster struck as Paladino went down, dropping back to sixth position. As the race wore on, the top four were evenly spaced out, with Holland again taking a commanding lead. However, rising from the back of the pack was Pestana, who had made his way back up to a respectable fifth position after the first-lap get-off. Holland crossed the finish to take his fourth consecutive moto win on the day, followed by Northrop, Meagher, Shank and Pestana. CN

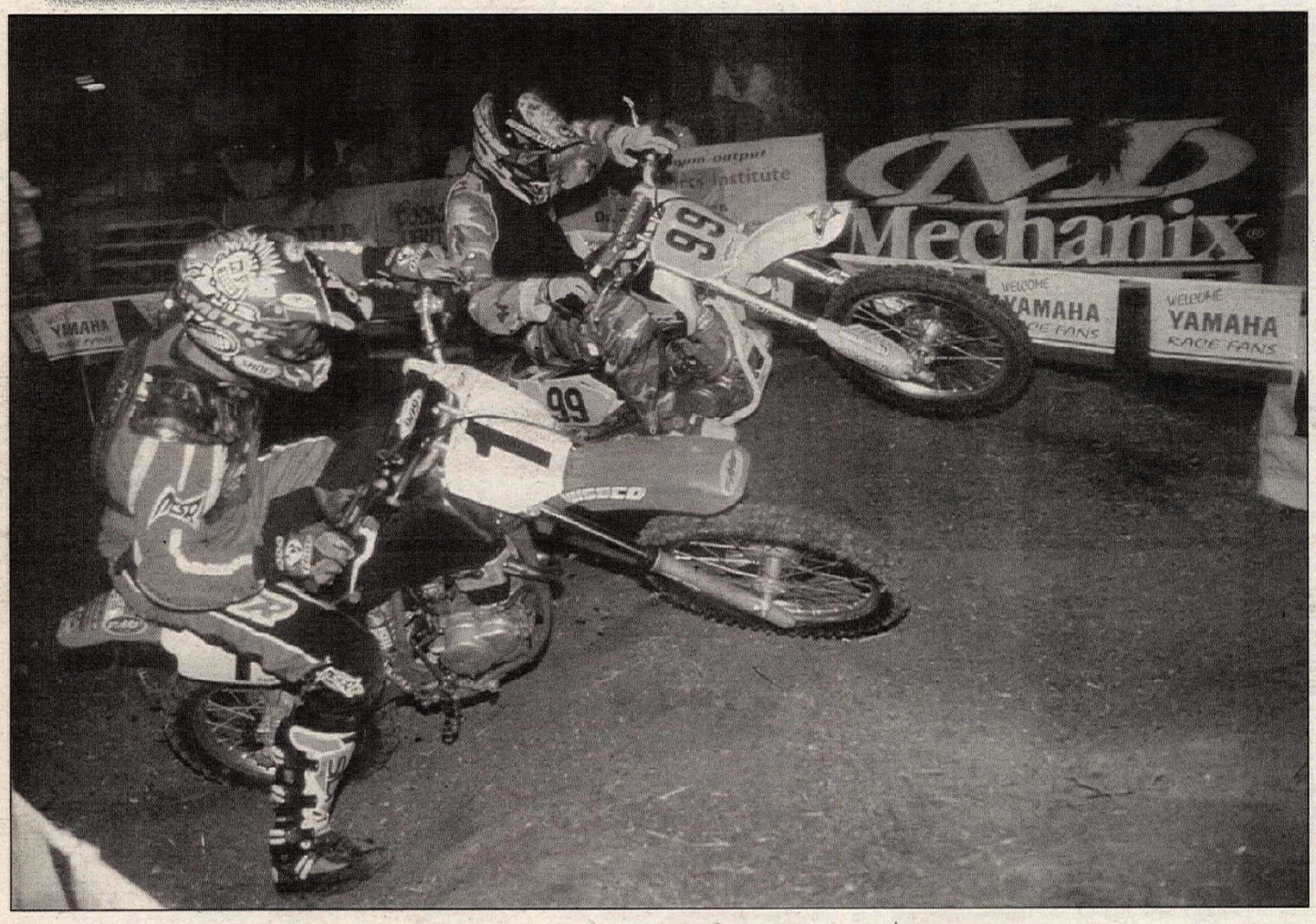
Hollister
Hollister, California
Results: September 21, 1998 (Round 1 of 5)

50 F/T (4-6): 1. Andrew Haskett (Hus).
50 F/T (7-8): 1. Dustin Smith (KTM).
50 STK BEG (4-6): 1. Ty Keenom (KTM); 2. Dillon Moore (KTM); 3. C.J. Barham (Yam).
50 STK (4-6): 1. Joshua Greco (KTM); 2. Scotty Craven (Lem); 3. Dylan Trujillo (KTM).
50 MOD BEG (4-6): 1. Cody Lambott (Lem); 2. Nicholas Bacchini (Yam).
50 STK BEG (7-8): 1. Richie Thomas (Cob); 2. Ruben Hernandez (Act); 3. Jake Baraldi (KTM); 4. Shawn Murphy (KTM); 5. Cary Kotowski (KTM).
50 MOD BEG (7-8): 1. David Stump (KTM).
50 STK (7-8): 1. Matthew Williams (Lem); 2. Cody Jackson (KTM); 3. Eric Poth (Cob); 4. Michael Curci (FM); 5. Tyler Trujillo (KTM).
50 (0-8) OPEN: 1. Chris Gilbert (Yam).
60 F/T: 1. Stephen Tarpley (Kaw).
60 BEG: 1. Denver Edwards (Kaw); 2. Chris Santino (Kaw); 3. Danny Stump (Kaw); 4. Cody Jackson (Kaw); 5. Joey Harris (Kaw).
60 NOV: 1: Casey Hinson (Kaw); 2. Matthew Spencer (Kaw); 3. Kurtis Batey (KTM); 4. Kyle Bergantz (KTM); 5. Kyle Kent (KTM).
60 INT: 1. Jared Mertens (Kaw); 2. Rocco Curci (Kaw).
80 BEG D-1: 1. Casey Hinson (Suz); 2. Rory Radovich (Hon); 3. Tyson Enzweiler (Suz); 4. Sean Hampton (Suz); 5. Chris Conley (Kaw).
80 BEG D-2: 1. Matthew Spencer (Hon); 2. Tyler Bird (Yam); 3. Jeff Sinks (Suz); 4. Eric Pina (Yam); 5. Colton Ross (Yam).
80 NOV: 1. Brett Markarian (Yam); 2. Steven Hernandez (Yam), 3. A.J. Perez (Suz); 4. David Darsey (Suz); 5. Jimmy Hazel (Yam).
80 INT: 1. Ryan Morais (Yam); 2. Matt McCrummen (Yam); 3. Tyler Kalisiak (Yam); 4. Eric McCrummen (Yam); 5. Cory McDaniel (Yam).
80 S/MINI: 1. Ryan Morais (Yam); 2. Matt McCrummen (Yam); 3. Cory McDaniel (Yam); 4. Tyler Kalisiak (Yam).
125 BEG D-1: 1. John Goodby (Yam); 2. Jesse Wilbur (Suz); 3. Aaron Casados (Yam); 4. Mike Starweather (Hon); 5. Loren Thomas (Kaw).
125 BEG D-2: 1. Michael Carnes (Yam); 2. Greg Canter (Yam); 3. Guy Rose (Yam); 4. Kevin Cox (Suz); 5. Jeremy Weatherly (Suz).
125 NOV: 1. Steve Mertens (Suz); 2. Adam Baca (Yam); 3. Dylan Vicha (Yam); 4. Mark Verhougstraete (Suz); 5. Simon Temmerman (Yam).
125 INT: 1. Jesse Ketcham (Suz); 2. Fred Wiechers (Hon); 3. Dieter Temmerman (Suz); 4. Logan Masterson (Yam); 5. Jeremy Santoro (Yam).
125 PRO: 1. Rusty Holland (Hon); 2. Jeff Northrop (Kaw); 3. Trevor Meagher (Suz); 4. Jeff Pestana (Yam); 5. Ben Shank (Suz).
250 BEG: 1. Anthony Lorscheider (Hon); 2. Mick Langston (Yam); 3. Joe Galliet (Kaw); 4. Alex Wilson (Hon); 5. Jason Cameron (Hon).



Rusty Holland flew over the top and into the win of the 125cc and 250cc Pro class at round one of the 1998 GFI California Fall Series North, in Hollister, California.

250 NOV: 1. Kelly Quinn (Suz); 2. Chris Platero (Kaw); 3. Billy Jurevich (KTM); 4. Rick Gonzales (Yam); 5. Justin Brooks (Hon).
250 INT: 1. Jason Jenkins (Kaw); 2. Cory Morais (Yam); 3. Jeremy Santoro (Kaw); 4. Matt Fowler (Kaw); 5. Chris Vendley (Suz).
250 PRO: 1. Rusty Holland (Hon); 2. Jeff Pestana (Yam); 3. Trevor Meagher (Suz); 4. Dan Paladino (Yam); 5. Jeff Northrop (Kaw).
500 INT: 1. Gary Plaatje (Hon); 2. John Moore (Yam).
25+ BEG: 1. Alex Wilson (Hon); 2. Bill Smyrniotis (Hon); 3. Gary Rose (Kaw); 4. John Molina (Kaw); 5. Randy Tufts (Yam).
25+ NOV: 1. Brooke Shaw (Hon); 2. Dave Lowi (Kaw); 3. Emmet Ramirez (Yam); 4. Hossein Sharifi (Kaw); 5. Mike Neal (Hon).
25+ INT: 1. Mike Besemer (Hon); 2. Mike Hodges (Suz); 3. Ron Sharp (Suz); 4. David Kristoff (Yam); 5. John Matalamaki (Suz).
30+ BEG: 1. Gary Rose (Kaw); 2. Frank Sanchez (Hon); 3. Duane Shepherd (Hon); 4. Richard Suffecool (Kaw); 5. Jonathan Chapman (Yam).
30+ NOV: 1. Bob Pimental (Hon); 2. Dan DeNuzzo (Hon); 3. Tim Alvarado (Kaw); 4. William Serpa (Yam).
30+ INT: 1. Mike Hodges (Suz); 2. Eric Liddell (Yam); 3. Ron Sharp (Suz); 4. Gary Plaatje (Kaw); 5. Shane Verdin (Hon).
30+ PRO: 1. Terry Bostard (Yam); 2. Jon Nelson (Suz); 3. Geoff Woods (Kaw); 4. Greg Pennington (Suz); 5. Mark Tucker (Suz).
35+ NOV: 1. Bob Warren (Hon); 2. Randy Lynch (Yam); 3. Jim Enos (Suz); 4. Pat Saugar (Yam); 5. Ed Pool (Yam).
35+ INT: 1. Gary Plaatje (Kaw); 2. Ron Sharp (Suz); 3. Tim Alvarado (Kaw); 4. John Moore (Yam); 5. Don Mendenhall (Yam).
40+ NOV: 1. Robert Fields (Yam); 2. Steve Bacchini (Kaw); 3. Trans Huch (Yam); 4. Bobby Lynch (Yam); Mitch Weatherly (Hon).
40+ INT: 1. Jenny Wohigemn (Hon); 2. Daniel Malfatti (Yam); 3. Rick Falconer (Kaw); 4. Dirk Temmerman (Yam); 5. Henry Kalisiak (Yam).
40+ EX: 1. John Handelin (Suz); 2. Al Posey (Kaw).
WMN: 1. Tina Handelin (Yam); 2. Heidi Henry (Suz).



No stranger to minis but a first-timer at the Langtown Back-Yard Mini Supercross, Mike Healey (99) leads Jimmy Lewis in the Pro main, but Lewis finally got by with just two laps to go in the 15-lap race.

Langtown Back-Yard Mini SX

Lewis rules Langtown

By Mark Kariya

VENTURA COUNTY, CA, SEPT. 12

Former minicycle star Mike Healey came within two laps of dethroning defending champion Jimmy Lewis at the 15th annual Langtown back-yard mini supercross, but Lewis made his 13 years of experience here count and led the all-important last two laps. It marked Lewis' sixth win at the race for four-stroke minis in Bob Langin's suburban back yard, and the all-around racer collected a record $1200 for the Pro-class victory.

Four-time winner Langin got the holeshot off the concrete starting pad in the 15-lap final, with Healey, Lewis, Michael Young, Andy Anaya and Rich Taylor in tow. Though quite a bit bigger than in his minibike days, Healey quickly moved to the front. As Langin faded, the race quickly became a two-man duel between Healey and Lewis. The moto-journalist stuck a wheel underneath Healey at every opportunity, to the roars of the crowd of nearly 500 (if that number doesn't sound impressive, remember that they're all squeezed into one medium-sized back yard, not the L.A. Coliseum, so it was standing room only).

Meanwhile, teenager Young worked his way up into third, though the leading duo was too far ahead to catch.

"It's tough," an excited Healey said afterward. "I'm pretty happy. The first time I got to ride here for practice was about two or three weeks ago, and I couldn't hang with Jimmy. My bike wasn't what it is now, but Jimmy's just got the experience here. He's got 13 years; I've got two days. I'm pretty happy with myself just running with him, being able to lead it all except for the last two laps. Who knows? Maybe next year I'll have a bike set up for me, and I'll come out here and give 'em another run for my money."

"This time, I took 'em all," Lewis exclaimed. "Not to sound cocky, but I rode a great race. I couldn't believe how fast we were riding. That's what made it neat. I'm thinking, 'We're riding really fast.' Usually when you're riding that fast, you're kind of on the edge, but I felt really in control. I guess riding here all those years really pays off." CN

Langtown Back-Yard Mini SX
Ventura County, California
Results: September 12, 1998

PRO: 1. Jimmy Lewis (Hon); 2. Mike Healey (Hon); 3. Michael Young (Hon); 4. Rich Taylor (BBR); 5. Bob Langin (Hon).
STK EX: 1. Johnny Campbell (Hon); 2. Chris Alamangos (Hon); 3. Dave Donatoni (Hon).
STK AM: 1. Eric Bierman (Hon); 2. Brian Maroaka (Hon); 3. Bobby Langin Jr. (Hon).
MOD AM: 1. Eric Hjalmarson (Hon); 2. Brad Cameron (Hon); 3. Matt Stoughtenberg (Hon).
VET: 1. Ron Wood (Hon); 2. Duane Brown (BBR); 3. Frank Nye (Hon).

AHRMA Speed & Sport National MX Series Round 10

Adams flies to Nat'l win

By Harvey Mushman

TYLER, TX, AUG. 29

During the ride to Texas, every rider pre-entered in round 10 of the Speed & Sport National Vintage Motocross Series couldn't help thinking about one thing: how hot it would be. After months of temperatures over 100 degrees, most out-of-state riders weren't looking forward to the event at Swan Motocross Park in Tyler, Texas. Almost 200 riders were treated to what is arguably the best-prepared and challenging course in the 15-race series.

While there were close battles in each class, some seemed more entertaining than others. Moto five featured the Over 30 Expert, 125cc Expert and 500cc Intermediate racers, with two riders putting on a riding clinic. Don Adams from Mesa, Arizona, riding a 250cc Honda, took the start and never looked back. This guy never looked back because he was so far out in front. He got there by launching his Elsinore off of some of Swan's monster jumps further than anybody has ever seen. Neither step-ups, step-downs nor doubles presented any problems for this guy. A few times, Adams actually overjumped a big double (a 50-foot number!) just before the finish line - nose down, landing on the down sides. While Adams was putting on a show, no one noticed that Phoenix, Arizona's 125cc Expert rider Mike Halpin had passed all the 250s on his way to second overall.

Moto two had Adams out front and flying, this time over some of the bigger jumps. Adams took his foot off the peg and did a vintage nac-nac. Meanwhile, Halpin and his 125 were doing their thing up front, battling with Mike Tilotta, who was on a very trick EVO-Sports Husky. The moto ended with Adams way out front, with Tilotta and Halpin following.

Just two motos later, Adams was at it again in the 250cc Expert class, going for another 1-1. This time, Maico rider John Deerer made Adams work a little harder for his win, earning 2-2 scores for second overall. Defending 500cc Intermediate champ Lawrence Lucia, now riding Expert, had a tough day, breaking three rear wheels on his CZs and not earning many points toward his 500cc Expert championship points lead. Van Aderhold put in a 2-1 tally for the win.

Mike Martinez, a 125cc Intermediate rider, took his Hodaka to the first-moto win over a gang of 125cc Elsinores. Martinez got a sixth-place start in moto one, only to reel in the leaders and take the hard-fought win. Martinez scratched out a fourth for third overall. The second-moto winner was Greg Steinbeck, whose 4-1 was good for second, and Robert Groves from Tennessee posted a consistent 2-2 for the overall. Cliff McGaughey took a 1-1 overall win in the Premier Open Twin Novice contest. The Sportsman Over 30 winner was Carl Keller. CN

Swan Motocross Park
Tyler, Texas
Results: August 29, 1998 (Round 10 of 14)

PREM L/W NOV: 1. W. Rantz (Hon); 2. H. Higgins (BSA).
PREM L/W INT: 1. J. Reindl (Mat); 2. N. Burrell (BSA).
PREM 500 NOV: 1. H. Higgins (BSA).
PREM 500 INT: 1. C. Root (BSA); 2. Terry Pratt (BSA); 3. N. Burrell (Mat).
PREM OPEN TW NOV: 1. Cliff McGaughey (H-D).
PREM OPEN TW INT: 1. N. Burrell (Kaw).
CLSSC 125 NOV: 1. W. Rantz (Hon); 2. P. Grundy (Puc).
CLSSC 125 INT: 1. S. Newton (Hus) 2. A. Blackburn (CZ); 3. B. Patton (Mai).
CLSSC 125 EX: 1. K. Gerard (Hon); 2. Lawrence Lucia (CZ); 3. B. Kennard (Pen).
CLSSC 250 NOV: 1. C. Makynen (BSA); 2. P. Grundy (Puc); 3. D. Brown (Hus).
CLSSC 500 NOV: 1. D. Dean (BSA).
CLSSC 500 INT: 1. D. Brown (Gre).
CLSSC 500 EX: 1. D. Boydstun (Hus); 2. J. Easton (BSA).
SPTSMN 125 NOV: 1. G. Cates (Hon); 2. L. Edwards (Hus); 3. J. Saenger (Hon).
SPTSMN 125 INT: 1. Robert Groves (Hon); 2. Greg Steinbeck (Hon); 3. Mike Martinez (Hod).
SPTSMN 125 EX: 1. Mike Halpin (Hon); 2. H. Rantz (Hon); 3. D. Gilbert (Hon).
SPTSMN 250 NOV: 1. J. Saenger (Hon); 2. R. Grady (Yam); 3. G. White (CZ).
SPTSMN 250 INT: 1. C. Richardson (CZ); 2. S. Newton (Hus); 3. G. Graves (Hon).
SPTSMN 250 EX: 1. Don Adams (Hon); 2. Mike Tilotta (Hus); 3. M. Lagaza (CZ).
SPTSMN 500 NOV: 1. L. Shoup (CZ); 2. T. McMinn (Suz); 3. M. Reeves (CZ).
SPTSMN 500 INT: 1. G. Hazel (Hon); 2. A. Blackburn (CZ); 3. A. Hardin (Hus).
SPTSMN 500 EX: 1. Mike Halpin (Mai); 2. E. Zomes (Yam).
SPTSMN OPEN TW NOV: 1. G. Leiker (Yam).
SPTSMN OPEN TW INT: 1. G. Foster (Tri).
SPTSMN OPEN TW EX: 1. B. Ginder (Tri).
SPTSMN 30+ NOV: 1. L. Shoup (CZ); 2. T. McMinn (Suz); 3. G. McMinn (Hon).
SPTSMN 30+ INT: 1. Carl Keller (CZ); 2. C. Richardson (CZ); 3. B. Patrick (Bul).
SPTSMN 30+ EX: 1. Don Adams (Hon); 2. Mike Tilotta (Hus); 3. M. Lagaza (CZ).
SPTSMN 40+ NOV: 1. G. Cates (Hus); 2. G. White (CZ); 3. J. Thompson (Kaw).
SPTSMN 40+ INT: 1. B. Patton (Mai); 2. A. Hardin (Hus); 3. T. Bridgess (Mai).
SPTSMN 50+ NOV: 1. D. Dean (CZ); 2. D. Smilie (Hon); 3. R. King (Mai).
SPTSMN 50+ INT: 1. R. Maley Jr. (Mai); 2. Terry Pratt (CZ); 3. G. McMinn (Mai).
SPTSMN 50+ EX: 1. Van Aderhold (Mai); 2. R. Williams (CZ); 3. J. Ramsey (Mai).
SPTSMN 60+ NOV: 1. H. Higgins (BSA).
SPTSMN 60+ INT: 1. R. Maley Jr. (Mai); 2. C. Root (Bul).

AMA National Hot Shoe Series, Round 10

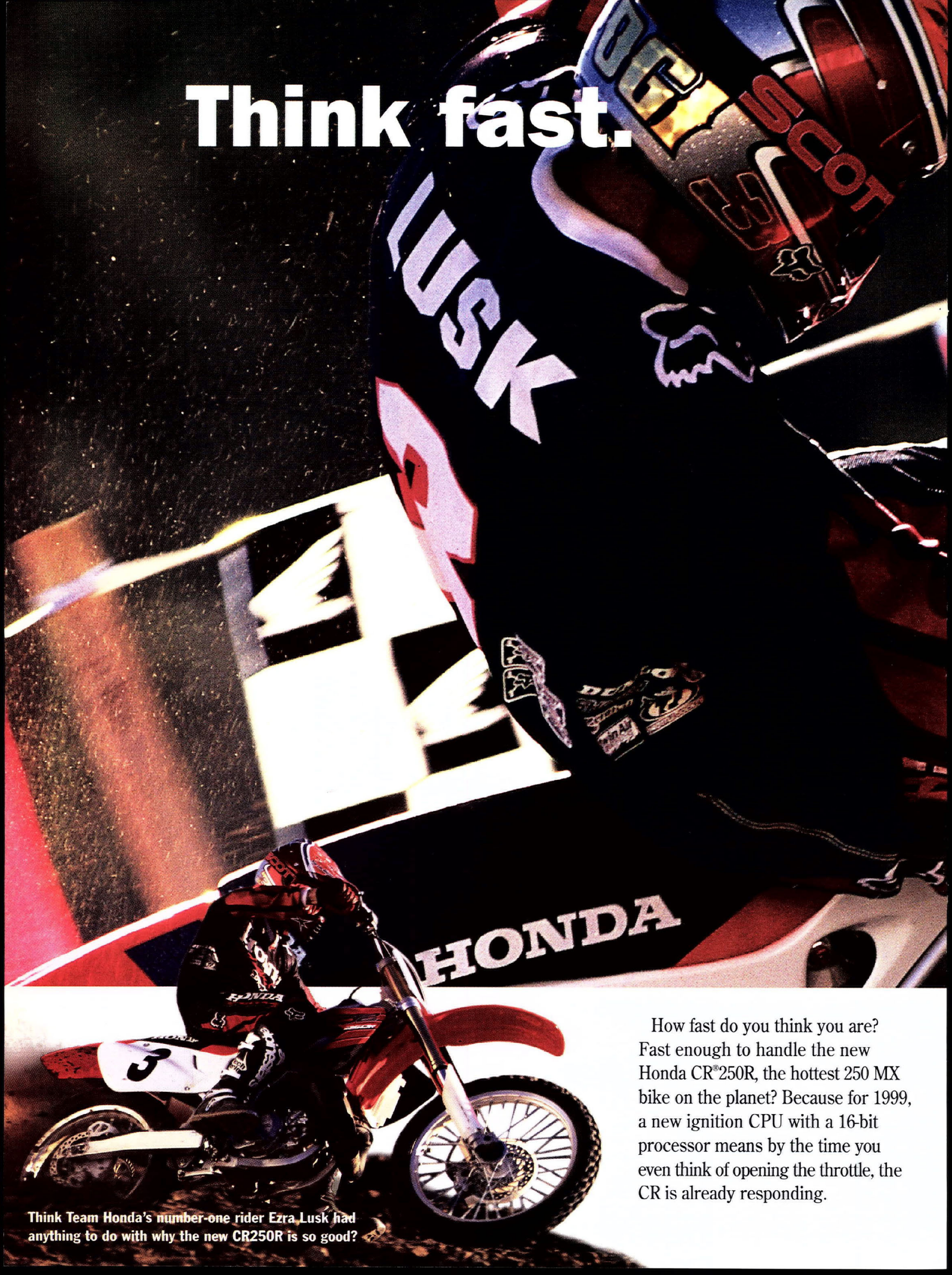
Knapp rides to victory

By Bert and Tyler Shepard

GREENVILLE, OH, AUG. 28

"This is really neat - we were all novices together, and here we are!" said third-place finisher Kyle Long, referring to the fact that he and winner Bob Knapp and second-place finisher Pat Buchanan began their pro careers at the same time. At

Think fast.



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How fast do you think you are? Fast enough to handle the new Honda CR®250R, the hottest 250 MX bike on the planet? Because for 1999, a new ignition CPU with a 16-bit processor means by the time you even think of opening the throttle, the CR is already responding.

Go fast.

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And what about the CR125R? It gets the new ignition CPU too, along with new carbon-fiber reed petals, some serious suspension refinements, a new linkage ratio, and a new steering-stem offset. And, like the 250, the CR125R features our revolutionary twin-spar aluminum frame with variable wall thickness for a chassis that's both light and strong.

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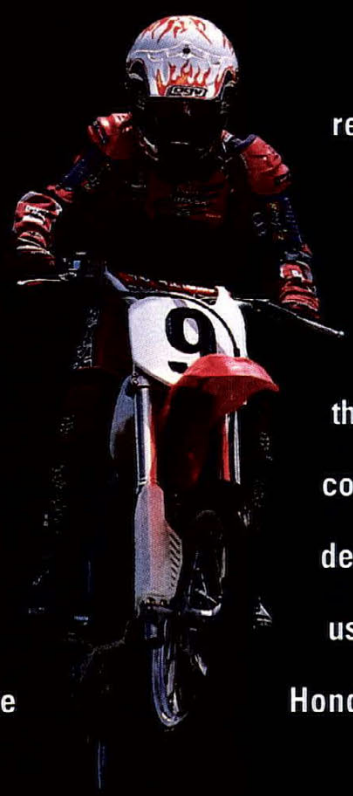

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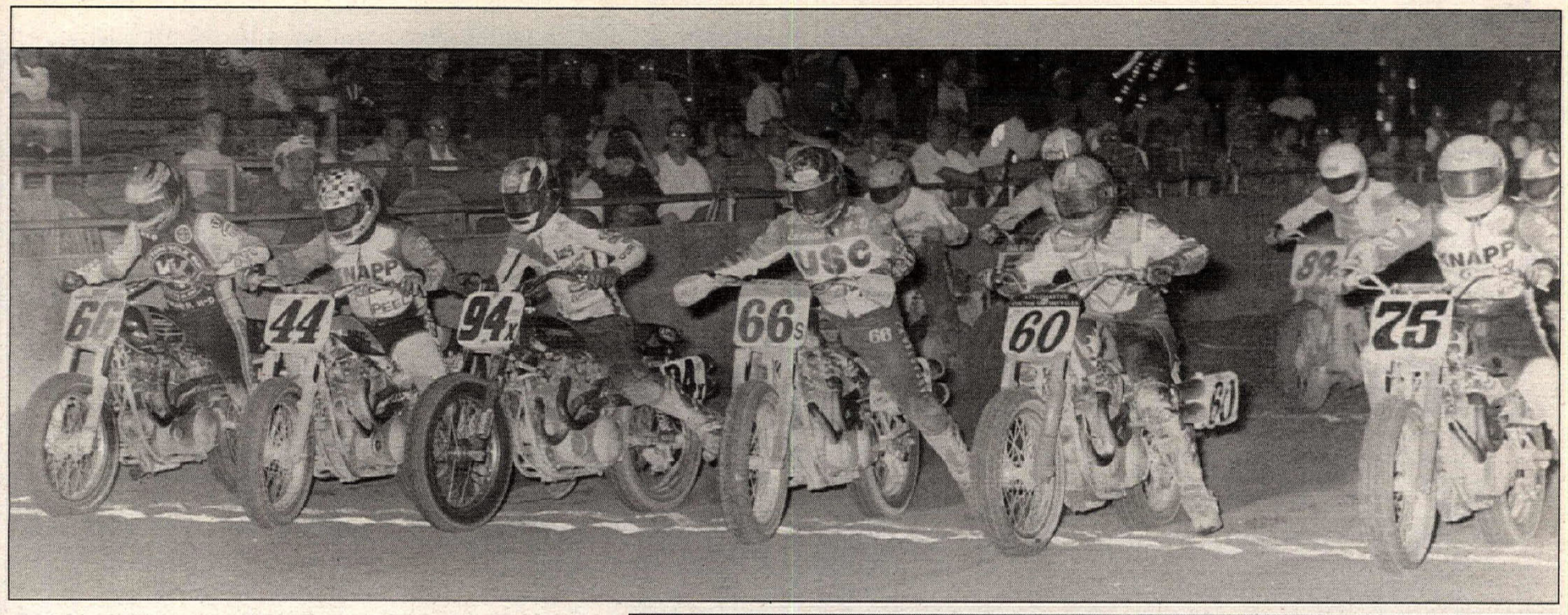


the moment, they were all in Victory Lane at round 10 of the AMA Hot Shoe series. LaPeer, Michigan's Bob Knapp had earned his first 750cc Hot Shoe race win ever. Beside himself with his son's win and the great ride by Buchanan (on a bike on loan from Stylemaster's Jimmy McIlvena), Bob Knapp's dad exclaimed, "These are my boys!"

Jason Sentell kept the Michigan homecoming alive with a hard-fought win in the 600cc main over Buckeye Doug Davis and factory KTM rider Joe Kopp. The 600cc Pro-Sport division was won by Brian Shirley, and the 250cc Pro-Sport by Phil Palmer.

The evening's proceedings were interrupted by a brief rain shower that soaked the limestone facility. The Darke County fairgrounds responded favorably to the track preparation and yielded a damp but raceable surface. George Roeder, the recent "Guru of Greenville," blasted by Kyle Long and Jimmy McIlvena to control the first heat. Joe Eades and Pat Buchanan kept Bob Knapp honest, and in return he covered them with white mud. Brian Shirley and Tom McGrane controlled the 600cc Pro-Sport qualifiers, while Dan Stanley and Doug Davis owned the 600cc Expert heats.

With the threat of rain still in the area, the evening's finals were reversed. Roeder selected the inside, and after one tour he appeared to be on his way to Victory Lane. Knapp worked on the bottom and Roeder took the top, while Pat Buchanan and Kyle Long argued over the show position. Roeder's swingarm bolt worked its way loose and collapsed the rear suspension. At almost the same moment, Joe Eades fell victim to the slick conditions in turn three. The race was Knapp's as he adjusted his line on his Bouchard Auto Works/Bisbee/B&B Racing-backed XR and distanced himself from Buchanan and Long. Buchanan's hopes for victory brightened as Knapp's rear-brake disk turned cherry red, but Knapp took the checkers and the win.

Ron Kimmel and Tom McGrane took the 600cc Pro-Am field into turn one. Brian Shirley was in a hurry and he worked his way toward the front after a less-than-desirable start. The high school senior from Illinois displaced McGrane and then Kimmel for the lead by the end of the third lap. Shirley distanced himself from the battle for second. Jeff Landrum kept Don Mullen and John Hastings at bay for a fourth-place finish. With three laps to go, McGrane got by Kimmel for good.

"I want to thank Marlin Hart and my dad," said Shirley in Victory Lane. "I know school is first, but I think I can get away for the race in Las Vegas."

Doug Davis, now a 600cc specialist, led John Nickens and Jason Sentell after the first lap of the 600cc Expert main. Dan Stanley moved in on the lead trio by the end of the third lap. Davis got too high in turns one and two, brushed the bales and bent his brake lever. Sentell and Stanley seized the moment and fought for the lead as Davis regained his momentum.

With three laps to go, Stanley retired to the pits and Sentell set sail. Kopp had used all of his tear-offs as he fought with Davis. Davis quickly recovered, adjusted his line and held off Kopp for the place position.

Sentell was happy.

"I love this track!" he exclaimed. "It is a blast to be out there. I have to thank my dad for working on this bike for three days to get it together."

The evening's competition was topped off with another great ride by Phil Palmer on what some would consider to be a vintage 250cc air-cooled Honda. Palmer battled with Randy Smith and Dave Woods for the win in the 250cc Pro-Sport final. CN

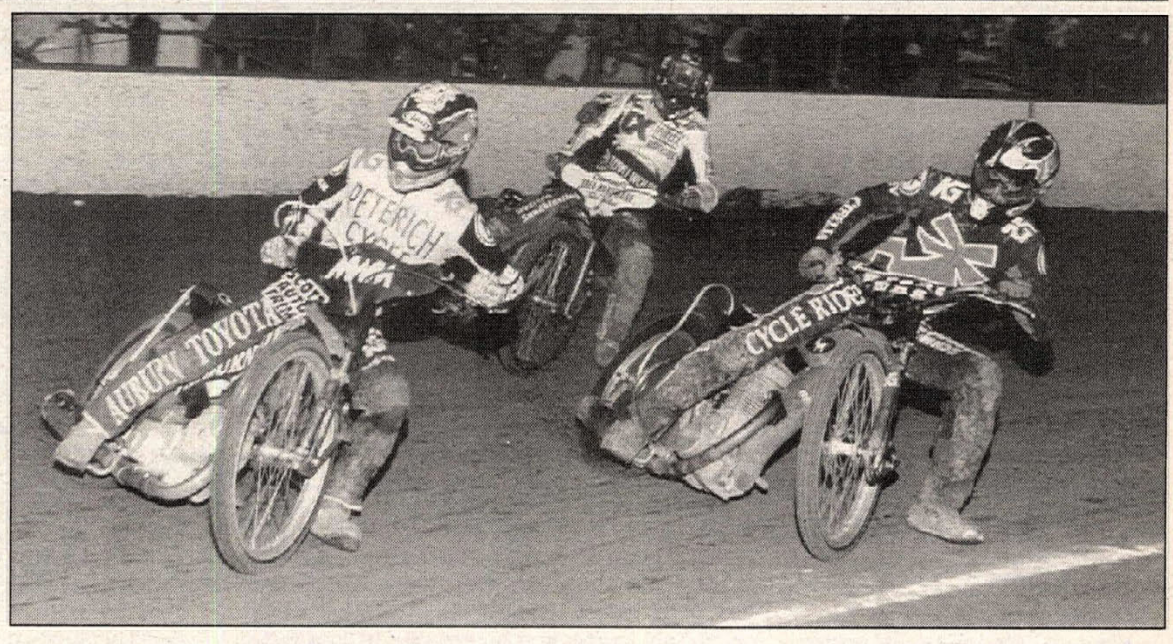
Darke County Fairgrounds
Greenville, Ohio
Results: August 28, 1998 (Round 10)

250 PRO-SPT: 1. Philip Palmer (Hon); 2. Randy Smith (Hon); 3. Dave Woods (Hon); 4. Ray Rees (Hon); 5. Lisa Hiler (Hon).

600 PRO-SPT: 1. Brian Shirley (Rtx); 2. Thomas McGrane Jr. (Rtx); 3. Ronald Kimmel (Rtx); 4. Jeff Landrun (Rtx); 5. Donald Mullen II (Rtx).

600 EX: 1. Jason Sentell (Rtx); 2. Doug Davis (Rtx); 3. Joe Kopp (KTM); 4. John Nickens III (Rtx); 5. Ken Coolbeth (W-R).

750 EX: 1. Robert Knapp (H-D); 2. Patrick Buchanan (H-D); 3. Kyle Long (H-D); 4. Chris Boone (H-D); 5. James McIlvena (H-D).



(Above) The 750cc Expert class lines up at round 10 of the AMA Hot Shoe series in Greenville, Ohio. Robert Knapp (44) took the win, followed by Patrick Buchanan (75) in second and Kyle Long (94x) in third. (Right) Northern Californian champion Bart Bast (left) won the Scratch main event at Costa Mesa Speedway in California.

Costa Mesa Speedway

Bast and McConnell on course

By Elaine Jones
Photo by Mike Basso

COSTA MESA, CA, SEPT. 19

It was Legends night at Costa Mesa, and the crowd wasn't disappointed with who showed up. Heading the talented list of past champions was none other than Bruce "The Fox" Penhall. He has gone on to become a champion in offshore powerboat racing, and he is going for an unprecedented fourth championship in a few weeks. Add to the list "Slidin'" Sonny Nutter, "Dangerous" Dubb Farrell, Tommy Burba, Doug "The Destroyer" Nicol and Don "Too Tall" Odom. These were the guys who each threw a leg over a bike and went out and showed that they could still be considered legitimate competitors today. The Moran brothers were also on hand but chose to watch the action from the grandstand. Things are starting to heat up for the National, as the boys from Northern California are coming down to get dialed in on the smaller Costa Mesa bullring. New bikes with lay-down motors are showing up all over the pits and the dialing-in process is in full swing. "Flyin'" Mike Faria, the current National Champion, made the trip from Reno to Costa Mesa this season. The night, however, belonged to Bart "Simpson" Bast, who won the Scratch main event, and Shawn "Mad Dog" McConnell, who took the win on the Handicap side of the program. Bast and McConnell have two completely different styles of riding: Bast makes the outside work, and Shawn likes it down close to the pole.

The first heat on the Scratch side of the program saw Andy "The Enforcer" Northrup, on a new lay-down Jawa, on the pole. Next to him in the two slot was Northern Cal rider Vance Felicia. Faria drew the three spot, with McConnell in four and "Fast" Ed Castro in five. It was Faria who made it clear from the get-go that he was here to pick up where he left off at the National. He led the quick four-lapper from start to finish. Castro had gotten off second, but Northrup got the drive out of four and the contest turned into a drag race for the checkered. Castro won it by the width of a tire, and he and Faria would both move to the semi. McConnell and Felicio finished out the field.

The second heat had Gary Hicks on the pole, with Charlie "The Edge" Venegas in two and Rick Pearce in three. Kon Baur and Northern California's Chad Felicio loaded into four and five. The first try at a go saw Pearce get into the tapes, and he was sent to the 20-yard line. Hicks was having bike problems, and when the backup bike was called up, it also refused to work and he went into the infield. On the start, it was Venegas out on top, but the red flag came out with one lap down when Baur parked it in turn one and Pearce, with nowhere to go, plowed into him. Baur was deemed to be the cause and he was sent to the pits. Reserve rider Johnny

Walker came out for Baur, and Joe Winston came in for Hicks. Again, it was Venegas who cut the best gate and he was gone; Felicio locked into second and Pearce was trying to get through traffic. Time ran out for Pearce, and even though he got around Walker on the white-flag lap to take third, it would be Venegas and Chad Felicio who moved up the program.

The third heat had "Dukie" Ermolenko on the pole, with Richard Jones in two and Randy DiFrancesco in three. On the outside, it was Josh Larsen in four and "Rad" Brad Oxley in five. Larsen outgated the field and went out on top, with Oxley coming across from the outside to run his favorite low line. Ermolenko was looking for any kind of opening as he was running third, and it cost him on the white-flag lap when he went down in one. It was DiFrancesco and Jones who got by for the third and fourth spots; Larsen and Oxley would move to the semis.

The final heat had Bast in one and Steve Furman in two. Bobby "Boogaloo" Schwartz loaded into three, with Jason Chism in four and Charlie "The Tuna" Cooley in five. It was the "Master of the Gate," Schwartz, who got the best start, but Bast figured out how to get around him, and he took the lead at the end of one and went on to take the win. Schwartz would still transfer up the program with his second and Cooley, Furman and Chism would fight another day.

Schwartz drew the pole in the first Scratch semi, with Oxley in two and Faria in three. Venegas was on the outside, in four. Again the gate went to Schwartz, but that just made Faria turn it up a notch higher, and it was "Flyin'" Mike who went wire to wire.

Venegas, who is really on track for the National, moved himself into the second spot for a direct transfer to the main, along with Faria and the final match-up. Schwartz and Oxley would have one more chance in the last-chance qualifier.

The second Scratch semi saw the draw for the pole go to Larsen, with Chad Felicio in two and Bast in three. Castro had drawn five. Larsen got another incredible gate and the race belonged to him. The battle for second was between Felicio and Bast, and it was Bast who held off the challenge and picked up second. Larsen and Bast were in the main and Felicio and Castro would have one more shot in the LCQ.

There were four riders in the LCQ, and only the winner would move on. Oxley drew the pole, with Felicio in two and Schwartz in three. Castro would again be on the outside, in four. The veteran, Schwartz, flat outgated the field, and it was over as quickly as it had begun. The final spot in the Scratch main would be filled by a still-competing Legend, Schwartz. Oxley did finish second, with Felicio and Castro rounding out the field.

The Scratch main event saw the luck of the draw put Schwartz on the pole, with Larsen in two and Faria in three. Bast and Venegas were in four and five. This race can only be described as "bizarre." Venegas was not ready when the gate came up and he didn't get off the line. Schwartz hesitated, thinking the red flag would come out; it didn't, and he was off late. Venegas was beside himself and, frankly, the riders looked somewhat confused on the first lap until they realized the race was in full swing. Larsen had cut another brilliant gate and was out front, and he looked to have things well under control - but the fickle finger of fate stepped in on the last lap. As his bike stalled coming out of four, it was Bast who flew on by for the win, with Faria second and Larsen with enough roll to get the third position. Schwartz would round out the field with fourth, and a very unhappy Venegas would walk away.

The first heat on the Handicap side of the program saw Faria come from the 60-yard line through the field to take the lead with one lap to go. Walker led for the first two, coming from the low yardage, and then Vance Felicio got his chance for two before Faria took everybody to class and came away with the win and the transfer to the semi. Also making it through were Felicio and Hicks, although Hicks almost didn't make it when he got caught in a traffic jam in three and four.

It took Bast one lap to take the lead from Baur in the second heat, and then it was clear sailing. Castro was in for a strong second, and Venegas came from the 60 to pick up the final transfer spot.

The third heat saw Steve Furman go wire to wire. Pearce was a solid second, and Oxley got through from the 60 for the final transfer spot.

The final heat saw Cooley come from the 20-yard line and hold off the field to take the win. DiFrancesco charged through from the 40 for second, with McConnell having to work the hardest as he came from the 50 for the final transfer spot.

The first Handicap semi saw Hicks unable to make the call, so it was a five-rider go. Again, it was Bast who showed everyone the way home and he continued his climb to the main. Castro was a solid second and was staying out of trouble. The war was between Venegas and Faria, and they battled all the way to the checkered, with Venegas taking third and Faria fourth.

The second semi had Cooley going wire to wire as he assured himself of a place in the main event. Furman was running second until he went down on the white-flag lap, and it was McConnell, Oxley and Pearce who would move to the main event.

The lineup for the Handicap main had Cooley on the 20 by himself. Pearce had sole ownership of the 30, as did Castro of the 40. Bast and McConnell shared the 50, and Venegas, Faria and Oxley set up housekeeping on the 60. Venegas, still upset over the Scratch main, did not come out for the Handicap event. When the gate came up, it was Cooley out front and running strong. Pearce was second but got moved out on the second lap as McConnell and Bast got through, with Faria and Oxley also in the hunt. Oxley moved by Faria on the second lap, and then he also found the way around Bast on the third lap and had put himself within striking distance of McConnell. On the fifth lap, Faria pulled into the infield and Castro got around Bast, and now he was in contention. Meanwhile, up front, Cooley was still running his race and running it well, out in front. On the white-flag lap, the veterans took over and it was McConnell who got a wheel under Cooley and moved him off the groove, and both he and Oxley got by for first and second. Cooley hung on for third, with Bast retaking fourth from Castro and Pearce coming up with sixth.

The Support main went to Tim Tucker as he topped Bryan Thompson and John DeFries. The Support B main went to first-time rider Norm Francis. Following him home were Brent Smith and Mike Boyle.

The Legend Match Races saw Doug Nicol top his cousin Don Odom in the first match-up. Dubb Ferrell beat Sonny Nutter two out of three in the second go-around, and Tommy Burba and Dubb Ferrell ended up in a draw. The Match race of the night was between Bruce Penhall and Bobby Schwartz, and this one went to Penhall. CN

Costa Mesa Speedway
Costa Mesa, California
Results: September 19, 1998

SCR: 1. Bart Bast (GM); 2. Mike Faria (GM); 3. Josh Larsen (GM); 4. Bobby Schwartz (GM).

HDCP: 1. Shawn McConnell (GM); 2. Brad Oxley (GM); 3. Charlie Cooley (Wes); 4. Bart Bast (GM); 5. Ed Castro (Jaw).

SUP: 1. Tim Tucker (Wes); 2. Bryan Thompson (Jaw); 3. John DeFries (Jaw); 4. Robbie Sauer (Jaw); 5. Sean Larned (Jaw)

SUP B: 1. Norm Francis (Jaw); 2. Brent Smith (Jaw); 3. Mike Boyle (Jaw).

Whitcraft whips McArthur MX

By Rupert X. Pellett

McARTHUR, OH, SEPT. 7

F&S Suzuki-sponsored David Whitcraft, 15, showed off what he knows about racing motocross at round five of the Buckeye Series, as the amateur mechanic sped his yellow machines to wins in both the 80cc Mini-Senior race and the Schoolboy class at this southern Ohio track. Kawasaki-mounted Gavin Gracyk of Blissfield, Ohio, fresh off an impressive third-place finish at Loretta Lynn's in the Supermini division, cruised to second behind Whitcraft in the 80cc class and third behind Jason Wade in the Schoolboy division.

Pontiac, Michigan's Jason McDonald continued his impressive assault on the B classes at McArthur, capturing both overalls in the 125cc and 250cc B divisions with aggressive riding on his Suzukis.

Jason Wade (28) takes the lead on lap one in the 125cc B class in McArthur, Ohio.

Results

50 (4-6): 1. Jordan Strickland (Cob); 2. Ryan Ivers (Cob); 3. Devan Shade (Cob); 4. Kyle Burlile (Cob); 5. Westen Hale (Cob).

50 (7-8): 1. Devan Welch (Cob); 2. Levi Kilbarger (Cob); 3. Axl Moler (Cob); 4. Kris Nelson (Cob); 5. Andrew Murname (Cob).

65: 1. Pat Massie (Kaw); 2. Jake Mohney (Kaw); 3. Devan Welch (Kaw); 4. Codi Adams (Kaw); 5. Corey Anthony (Kaw).

80 (7-11): 1. Michael Willard (Suz); 2. Nick Carroll (Kaw); 3. Chris Robertson (Suz); 4. Pat Massie (Hon); 5. Jake Mohney (Yam).

80 (12-15): 1. David Whitcraft (Suz); 2. Gavin Gracyk (Kaw); 3. Derek Sturgell (Kaw); 4. Chris Leadbeater (Hon); 5. Nathan Skaggs (Yam).

SCHBY: 1. David Whitcraft (Suz); 2. Jason Wade (Suz); 3. Gavin Gracyk (Kaw); 4. Andy Willard (Suz); 5. Chris Poland (Hon).

125 B: 1. Jason McDonald (Suz); 2. Mike Mercer (Suz); 3. Justin Terrell (Suz); 4. Tony Robinson (Kaw); 5. Matt Ketcheson (Suz).

125 C: 1. Nate Elkins (Suz); 2. Robert McDaniel (Hon); 3. Chad Walters (Suz); 4. Jeff Woolum (Kaw); 5. Tony Taylor (Hon).

125 PRO: 1. Mark Burkhart (Hon); 2. Brad Strunk (Suz); 3. Chuck Reed (Suz); 4. Tommy Collier (Suz); 5. Mike Morgan (Yam).

250 B: 1. Jason McDonald (Suz); 2. Adam Smith (Hon); 3. Josh Dohn (Suz); 4. Matt Ketcheson (Suz); 5. Matt Waitman (Hon).

250 C: 1. Scott Generke (Suz); 2. Jason Powers (Suz); 3. Les Arledge (Hon); 4. Wilson Lewis (Kaw); 5. Pete Hapner (Kaw).

250 PRO: 1. Mark Burkhart (Hon); 2. Tommy Collier (Suz); 3. Chuck Reed (Suz); 4. Brad Strunk (Suz); 5. Jon Schmitz (Suz).

OPEN: 1. J.C. Cravens (Yam); 2. Derrick Goldberg (Suz); 3. Jim Witteman (Hon); 4. Richard Custard (Hon); 5. Mark McDaniel (Yam).

25+: 1. Chuck Reed (Suz); 2. Jon Schmitz (Suz); 3. Mike Morgan (Kaw); 4. Mike Blair (Suz); 5. Greg Maddox (Yam).

30+: 1. Jon Schmitz (Suz); 2. Ken Frankenberry (Kaw); 3. Mike Morgan (Kaw); 4. Tim Shepherd (Yam); 5. Greg Maddox (Yam).

40+: 1. Ken Frankenberry (Kaw); 2. Gerry Bennett (Hon); 3. Bill Reiss (Hon); 4. Henry Gref (Hon); 5. Joe Collins (KTM).

Kuhn super at Silver Springs MX

By Melissa Threadgill

SILVER SPRINGS, NY, SEPT.6

Brandon Kuhn won both motos of the Senior Mini class at Silver Springs Motocross to take top honors. The first moto started out with a holeshot from Shane Moses, followed by Dan Phillips and Kuhn. Unfortunately for Moses, he went down on the first lap and dropped to mid-pack, handing the lead to Kuhn, who had by that time passed Phillips. Kuhn went on to open up a lead, while Phillips fought off pressure from Josh Pike, who soon made the pass also to move into second.

Meanwhile, Don Taylor held on to the fourth-place spot, with Caleb Miller in fifth. Phillips experienced some bad luck and fell to fifth, giving second to Pike. The top riders began to get spaced fairly far apart, although Taylor did have a good battle with Miller. Kuhn took the win, followed by Pike, Taylor, Miller and Phillips.

If the first moto was pretty uneventful, the second moto was definitely the opposite: It turned out to be one of the best races of the day. Phillips got the holeshot, with Kuhn and Moses in hot pursuit. Kuhn immediately began to pour it on, challenging Phillips for the lead. Moses maintained third, with Dan Placek on the move in fourth. Moses and Placek had a good battle, with Placek making a pass and Moses dicing back. Miller moved up to make it a three-way battle. Miller made the pass on Placek and soon after on Moses. Meanwhile, Kuhn had finally made the pass on Phillips, and he took over the lead. Phillips held on to second, with Miller third, Moses fourth and Placek fifth. Unluckily for Miller, he soon went down, falling back quite a few spots. Kuhn opened up a big lead while Moses, Placek, Taylor and Pike had an awesome four-bike battle. On the last lap, Taylor moved into third over Moses and Placek, and Pike held fourth, with Moses fifth and Placek in sixth. Kuhn took the checkers and Phillips took second. Pike took third, Taylor fourth and Moses fifth.

Results

50: 1. Jeff Brigham (Cob); 2. Chris Lawrence (Cob); 3. Jonathan Sue (KTM); 4. William Przysinda (Yam); 5. Shane Cartmell (Lem).

60: 1. Ryan McKenyon (Kaw); 2. Steffen Carman (Kaw); 3. Brandon Meier (Kaw); 4. Matt Flint (Kaw); 5. Alex Sigismondi (Kaw).

JR MINI: 1. Matt Eastman (Kaw); 2. Cody Dunning (Kaw); 3. Jason Doyle (Kaw); 4. Alex Sigismondi (Kaw); 5. Tom Reece (Yam).

SR MINI: 1. Brandon Kuhn (Yam); 2. Josh Pike (Kaw); 3. Daniel Phillips (Suz); 4. Don Taylor (Kaw); 5. Caleb Miller (Yam).

MINI COMB: 1. Brandon Kuhn (Yam); 2. Daniel Phillips (Suz); 3. Shane Moses (Suz); 4. Don Taylor (Kaw); 5. Ron Hewson (Hon).

125 SCHBY: 1. Jimmy Miller (Yam); 2. Joshua Cislo (Yam); 3. Marshall McFarland (Kaw); 4. Justin Bradley (Hon); 5. Nate Crofoot (Suz).

16-24 COMB: 1. Aaron Utberg (Kaw); 2. Jimmy Miller (Yam); 3. Chris Lenzi (Suz); 4. Matthew Morgan (Suz); 5. Mark Beehier (Hon).

25+ A: 1. Don Schmidt (Hon); 2. Greg Meeder (Kaw); 3. Eddie Van Ballegoogen (Kaw); 4. Chris Livermore (Kaw).

25+ B: 1. Don Carman (Kaw); 2. Jason Kagan (Hon); 3. Chris Ransom (Yam); 4. Brian Wellman (Yam); 5. Jeff Robinson (Yam).

125 BEG: 1. Dan Placek (Kaw); 2. Jeffrey Hall (Suz); 3. Jason Bird (Yam); 4. T.J. Bell (Suz); 5. Victor Bay (Suz).

125 NOV: 1. Tim Kopacz (Hon); 2. Marshall McFarland (Kaw); 3. Nick Colombo (Yam); 4. Travis Blanchard (Hon); 5. Justin Bradley (Hon).

125 AM: 1. Aaron Utberg (Kaw); 2. Chris Lenzi (Suz); 3. Matthew Morgan (Suz); 4. Joshua Cislo (Yam); 5. Mark Beehier (Hon).

125 EX: 1. Don Schmidt (Hon); 2. Darrel Stone (Yam); 3. Eddie Van Ballegoogen (Kaw).

201-OPEN BEG: 1. Christopher Campbell (Hon); 2. Giancarlo Giannini (Hon); 3. Todd Card (Kaw); 4. Jim Culber (Hon); 5. Kurt Carpenter (Hon).

201-OPEN NOV: 1. Marshall McFarland (Hon); 2. Chris Ransom (Yam); 3. Dale Ayers (Hon); 4. John Uplinger (Kaw); 5. Larry Dietsch (Yam).

201-OPEN AM: 1. Bradley Draudt (Suz); 2. Jeremy Tiffany (Suz); 3. Craig Whetstine (Kaw); 4. Bob Neiss (Suz); 5. Jeff Garlock (Kaw).

201-OPEN EX: 1. Don Schmidt (Hon); 2. Bart Lucas (Hon); 3. Greg Meeder (Kaw); 4. Jake Ellsworth (Yam); 5. Chris Livermore (Kaw).

VET: 1. Bart Lucas (Hon); 2. John Steigler (Kaw); 3. Craig Whetstine (Kaw); 4. Don Clarke (Suz); 5. John Voigt (KTM).

SR C: 1. Pat Lewandowski (Suz); 2. James Traxler (Hon); 3. Henry Lucio (Kaw); 4. Todd Card; 5. Larry Dietsch (Yam).

VINT & WDS: 1. Ron Bragg (Kaw); 2. Jeff Garlock (Kaw); 3. Dale Ayers (Hon); 4. John Young (Suz); 5. Andrew Bear (Hon).

Achey aces Aztec Motocross mini action

By Stacy Jensen

COLORADO SPRINGS, CO, SEPT. 13

The quiet stillness of the Colorado plains was broken by the roar from the Aztec Family Raceway, which was holding an event sanctioned by the Sports Rider Association of Colorado and hosted by M&M Connections. The day was hot in more ways than one.

As racers in the Mini (80cc) Novice class sat on the line, bodies and minds were tense. Nic Achey came to race for that all-important last mark in the Novice class, as did Rick Sticher. There would be three marks awarded at the end of the race, and both of these young men wanted to finish out their Novice career with a first-place trophy for the mantel. As the gate dropped on the first moto, 14-year-old Honda rider Ashley Boham looked like a red streak as she took total control going down the start hill and into the first turn. However, she lost traction and slid out in a left-hand turn on the south end of the track, letting Achey, Stitcher, Joel Carbaugh and Bryan Weigel get by her. Achey remained in control of the moto from that point on, never giving any ground to Sticher, who would stay in second, while Weigel had third, fourth went to Justin Job (who had come up from seventh), and fifth would belong to Carbaugh. Boham would finish sixth.

The second moto began in much the same manner, as Ms. Boham showed the boys how it's done - taking the holeshot again! Around a right-hand turn and over a small table, she lost her advantage as Sticher and Achey, in that order, passed her by. Boham would remain a solid third at the end of the race, with Weigel fourth and Carbaugh maintaining fifth; but the real action of the day was out front with the leaders, who were side by side and wheel to wheel over most of the course. Sticher had the lead for the first lap. Halfway through the second lap, on the east side (across from the spectators), Achey made his move with an open throttle - up, over and down into a portion of the track that was out of sight. As they emerged, Achey was in the lead.

Sticher would pressure Achey for the remainder of the race, and at times these two riders looked like they were extensions of one another. Achey remained cool despite the pressure he was feeling and came away with first overall; Sticher was second, Weigel third, Boham fourth and Carbaugh maintained fifth. Achey and Sticher were advanced to Amateur status, which allowed them to race in the Mini Amateur division in the afternoon.

Results

50 NOV: 1. Shane Kratko (KTM); 2. Cole Schondecker (KTM).

P/W NOV: 1. Brady Price (Kaw); 2. Baret Bachmeir (Kaw); 3. Jason Toth (Kaw); 4. Jeremy Elliot (Kaw); 5. Bryce Schondecker (Kaw).

P/W AM: 1. Shane DeScenzo (Kaw); 2. Justin Jobe (KTM); 3. Zach Larson (Kaw) 4. Mike Henderson (Kaw); 5. Adam Harvey (Kaw).

MINI NOV: 1. Nic Achey (Kaw); 2. Rick Sticher (Yam); 3. Bryan Weigel (Suz); 4. Ashley Boham (Hon); 5. Joel Carbaugh (Kaw).

OPEN MINI: 1. Matt Burris (Yam); 2. Jeff Noriega (Hon); 3. Brad Alarid (Hon); 4. Hank Kindell (Kaw); 5. Trevor Monks (Kaw).

MINI AM: 1. Trevor Monks (Kaw); 2. Hank Kindell (Kaw); 3. Jeremy Wilson (Yam); 4. Michael Colceria (Yam); 5. Jeremy Riddle (Hon).

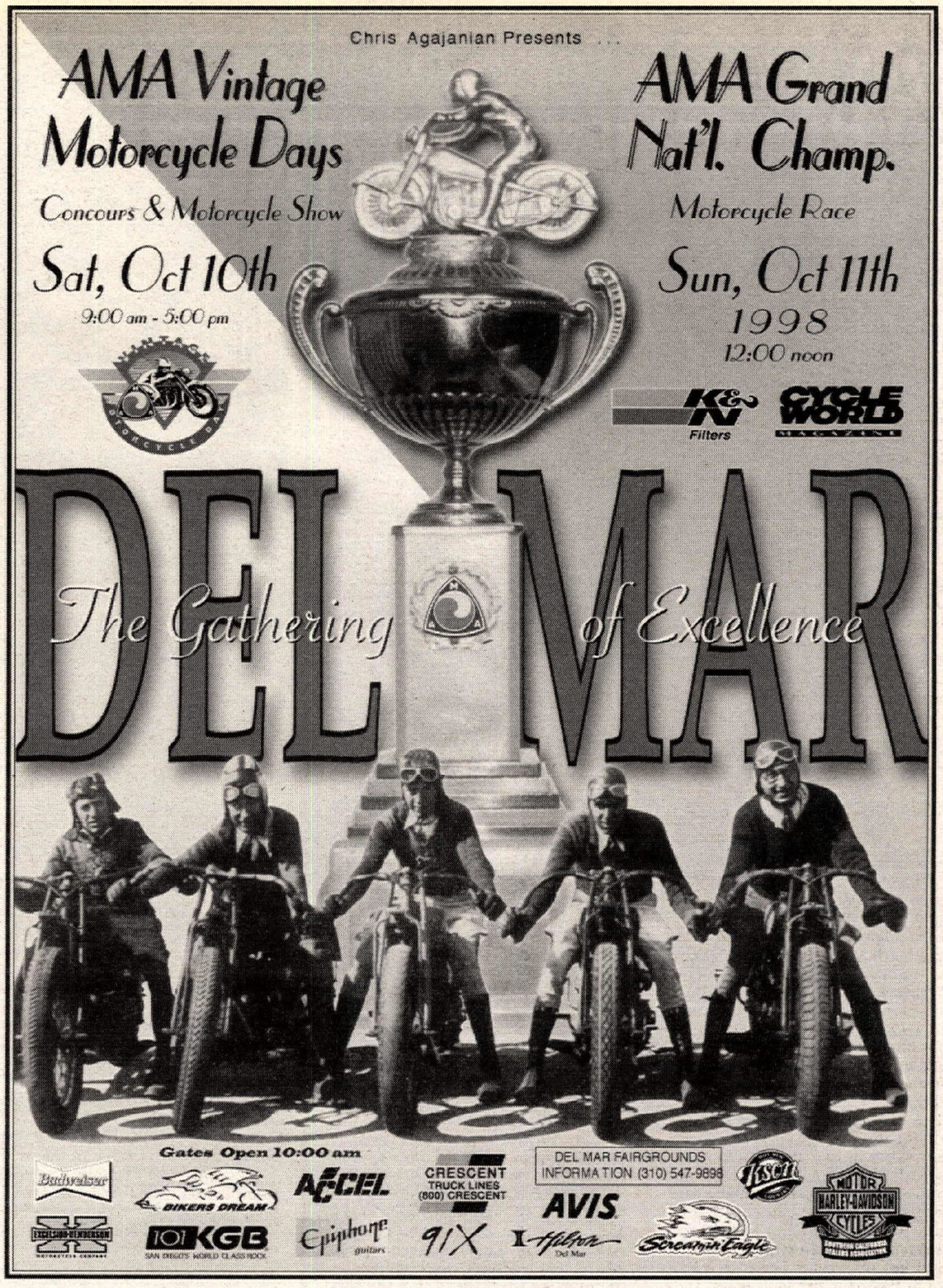
MINI EX: 1. Jeff Noriega (Hon); 2. Matt Burris (Yam); 3. Brad Alarid (Hon); 4. Cody Jensen (Kaw).

125 NOV: 1. Eric Stager (Yam); 2. Brian Millikan (Kaw); 3. Neil Durante (Hon); 4. David Johnson (Hon); 5. Brian Wilson (Yam).

125 NOV SPTSMN: 1. Jeremy Wilson (Yam); 2. Remington Way (Hon).

125 AM: 1. Brandon Hightower (Yam); 2. Matt Whitmarsh (Yam); 3. Timothy Velasquez (Kaw); 4. Chris Phalen (Yam); 5. Mike Nelson (Yam).

125 INT SPTSMN: 1. Andrew Short (Kaw); 2. Mike Royer (Yam); 3. Ryan Nelson (Yam).



"Tell them you read about it in CYCLE NEWS"

(Above left) Kevin Hall rails his way to a 1-1 finish in the 125cc A class at Aztec Family Raceway in Colorado Springs, Colorado.
(Above right) Paul Fonte takes the win in the 80cc Beginner class at the AMP/GFI motocross in Turlock, California.

125 PRO: 1. Paul Lindsey (Kaw); 2. Brian Sabbaugh (Yam); 3. James Reimer (Yam); 4. Shane Cevette; 5. Craig Fulmer (Yam).

250 NOV: 1. Kyle Rein (Hon); 2. Ray Barnard (Hon); 3. Ron Moreland (Kaw); 4. Ian McPherson (Yam); 5. Steven Vennard (Yam).

250 AM: 1. Joe Moehring (Hon); 2. Bryan Barrett (Hon); 3. Chris Dorfler (Hon); 4. Blynn Keller (KTM); 5. Danny Mitchell (Kaw).

250 INT SPTSMN: 1. Andrew Short (Kaw); 2. Mike Royer (Yam); 3. Ryan Nelson (Hon).

250 PRO: 1. Mark Flesia (Yam); 2. Paul Lindsey (Kaw); 3. Wayne Balliett (Yam); 4. Jeremy Hinricks (Suz); 5. Darin Connet (Hon).

OPEN NOV: 1. Eric Stager (Yam); 2. Brian McDonald (Yam); 3. Neil Durante (Hon); 4. Eric Hill (Kaw); 5. Cody Powell (Hon).

OPEN AM: 1. Brandon Hightower (Yam); 2. Matt Whitmarsh (Yam); 3. Tim Velasquez (Kaw); 4. Chris Phelan (Yam); 5. Doug O'Neill (Yam).

OPEN PRO: 1. Jeremy Hinricks (Suz); 2. Wayne Balliett (Yam); 3. Darin Connet (Hon); 4. Aaron Hill (Yam); 5. Steve Tambone (Yam).

VET NOV: 1. Kyle Rein (Hon); 2. Brian McDonald (Yam); 3. Glad Limbaugh (Kaw); 4. Jeff Anderson (Kaw); 5. Mike Graham (Hon).

VET AM: 1. Scott Ross (Yam); 2. Byran Barrett (Hon); 3. Kevin Carbaugh (KTM); 4. Scott Hall (Yam); 5. Jeff Regan (Yam).

VET PRO: 1. Mark Flesia (Yam); 2. Boo Stitcher; 3. Jim Eckert (Kaw); 4. Stacy Smith (Yam); 5. David Clabaugh (Yam).

SR NOV: 1. Rex Harvey (Suz); 2. Rich Fell (Yam); 3. Kim Deemicell (Hon); 4. Ed Lee (Hon); 5. Donald Watt (Kaw).

SR AM: 1. Steve Geist (Suz); 2. Mike Lee (Yam); 3. Bryan Johnson (Yam); 4. Doug Hardin (Yam); 5. Darrel Walters (Hon).

SR EX: 1. Shawn Smith (Yam); 2. Dan Greenwood (Kaw); 3. Mike Kappleman (Yam); 4. Bruce McGrew (Suz); 5. Bill Nolan (Yam).

S/SR: 1. Jim Reimer (Yam).

WMN NOV: 1. Rose Bromberg (Yam).

WMN AM: 1. Glad Limbaugh (Kaw); 2. Amy Rodgers (Yam); 3. Tricia May (Suz); 4. Ashley Boham (Hon).

Karlsen, Hall awesome at Aztec Motocross

By Gregory K. Corns
Photo by Dawn Winczewski

COLORADO SPRINGS, CO, SEPT. 6

Aztec Family Raceway hosted round seven of the Rocky Mountain Motocross Association's Summer Series, where a couple of Gary Semics Motocross School-sponsored riders got down to work and claimed overall wins in their respective classes. Matt Karlsen cruised to victory aboard his GSMXS/Maxima/Ceet-sponsored Yamaha in the 16- to 24-year-old Combined class, while F&S Suzuki/GSMXS/Xtreme Kolors-backed Kevin Hall rocketed his RM125 to a 1-1 finish in the 125cc A class and finished a very respectable second on his RM250 to Sun City, California's Donald Upton in the 250cc A class.

The first moto in the 16- to 24-year-old class got under way with H.H. Huff Inc./FAST Repair/MX Photography-sponsored Kirk Huff grabbing the holeshot and jumping out to a 10-bike-length lead by lap two. Karlsen held down second but was under pressure from Colorado Motorsports/Slavens/FMF-backed David Gonzales in third. Huff's dialed-in Yamaha pulled the other riders on the uphill section and he maintained his lead throughout the race. Boulder Yamaha/Fox/GSMXS-backed Bobby Fitch moved up from his fifth-place start and made a pass for third on Gonzales following the sand section. Karlsen continued to work on Huff and he cut the margin to a couple of seconds. With Fitch moving up on Karlsen, the three front-runners rounded the circuit, each waiting for the slightest bobble by the others. Karlsen stuffed his front end in a soft corner preceding the sand section, allowing Fitch to move to within a wheel's length. With one lap to go, Karlsen moved alongside Huff in a race to the finish. The two launched over the uphill doubles side by side, with Fitch in tow and Gonzales in fourth, five seconds back. Blitzing the downhill section three wide, Huff inched ahead just enough to get through the two final corners cleanly for the advantage and the win. In the last corner, Karlsen dived to the inside and Fitch to the outside. The two banged bars, with Karlsen holding on to the position. Fitch finished third, Gonzales was fourth and Krause Racing/Rocky Mountain Cycle Plaza's Clint Tellett was fifth.

Holeshot honors in moto two went to Karlsen, with Gonzales, Huff, Matthew Whitmarsh and Fitch following. Huff appeared to be a threat as he pulled up alongside Gonzales on the uphill section but, as the two entered the tight left-hander before their descent, Huff clipped Gonzales' rear wheel and high-sided to the dirt. Fitch quickly passed Whitmarsh and began to work on Gonzales also. As Huff climbed back up to sixth, Whitmarsh and Tellett battled for fourth. Karlsen, Gonzales and Fitch railed the circuit wheel to wheel with only a second separating each. With two laps remaining, Fitch took over second and began an assault on the leader. Time played a factor, however, as Karlsen held on for the win, with Fitch flying in a second later. Yamahas swept the top three podium positions, with Karlsen clinching the overall and Fitch second. Huff, who mounted a valiant effort by charging from last up to fourth, claimed third overall. Gonzales and Whitmarsh rounded out the top five.

Results

50 (4-6): 1. Cole Shondel (KTM); 2. Nathan DeAndrea (KTM); 3. T.J. Lucero (Yam); 4. Anthony Griego (Act); 5. Travis McGray (KTM).

50 (7-8): 1. Ricky LaMontagne (Act); 2. Dalton Moyer (Cob); 3. Shane Kratko (KTM); 4. Sydney Wright (Cob); 5. Jesse Sprague (KTM).

50 (4-8): 1. T.J. Lucero (Yam); 2. Dylan Gerauer (Yam); 3. Phillip Bowman (Yam); 4. Michael Kozub (Hon); 5. Sean Gerauer (Yam).

50 (0-9): 1. Ricky LaMontagne (Act); 2. Dalton Moyer (Cob); 3. Shane Kratko (KTM); 4. Sydney Wright (Cob); 5. Travis McGray (KTM).

60 (6-8): 1. Robert Hiser (Kaw); 2. Michael Bowman (Kaw); 3. Chris Myers (Kaw); 4. Michael Kozub (Kaw); 5. Dalton Moyer (Kaw).

60 (9-11): 1. Matthew Hertzing (Kaw); 2. Kyle Cohrs (Kaw); 3. Mike Henderson (Kaw); 4. Austin Boyd (KTM); 5. Brian Braby (KTM).

80 (7-11): 1. Trevor Monks (Kaw); 2. Lance Hiser (Yam); 3. Derik Brewster (Yam); 4. Thomas Sunan (Hon); 5. Cody Boyd (Hon).

80 (12-13): 1. Matt Wixson (Yam); 2. Brandon McGray (Suz); 3. Dawson Devin (Kaw); 4. Kelly Longwell (Kaw); 5. John Heap (Yam).

80 (14-16): 1. T.J. Russell (Hon); 2. Brandon Hurtado (Hon); 3. Jeremy Riddle (Hon).

YTH BEG: 1. William High (Kaw); 2. Cody Boyd (Hon); 3. Joel Carbaugh (Kaw); 4. John Heap (Yam); 5. Peter Freas (Kaw).

S/MINI: 1. T.J. Russell (Hon); 2. Brandon Hurtado (Hon); 3. Trevor Monks (Kaw); 4. Lance Hiser (Yam); 5. Brandon McGray (Suz).

16-24: 1. Matt Karlsen (Yam); 2. Bobby Fitch (Yam); 3. Kirk Huff (Yam); 4. David Gonzales (Suz); 5. Matthew Whitmarsh (Yam).

SCHBY: 1. Christopher Phelan (Yam); 2. Marshall McCarty (Yam); 3. Mike Royer (Yam); 4. Marc Henderson (Yam); 5. Preston Puchek (Kaw).

125 A: 1. Kevin Hall (Suz); 2. Bobby Fitch (Yam); 3. Adam Nazarenus (Hon); 4. Wes Hale (Suz); 5. Alan Angelopulos (Yam).

125 B: 1. Marc Warmuth (Hon); 2. Chris Longwell (Kaw); 3. Matthew Whitmarsh (Yam); 4. Mike Royer (Yam); 5. Preston Puchek (Kaw).

125 C: 1. Chad Strotheide (Hon); 2. Marc Wilson (Hon); 3. Ricky Nishida (Hon); 4. Matthew Mebane (Hon); 5. Tony Rose (Kaw).

OPEN BEG: 1. Scott Weatherlow (Hon); 2. Carl Rademski (Hon); 3. Dan Hurdough (Hon); 4. Chris Winklehake (Hon); 5. Mike Foster (Hon).

250 A: 1. Donald Upton (Suz); 2. Kevin Hall (Suz); 3. Matt Karlsen (Yam); 4. Dustin Monger (Kaw); 5. Jason Hurtado (Hon).

250 B: 1. Kirk Huff (Yam); 2. David Gonzales (Suz); 3. Darin Guerrie (Kaw).

250 C: 1. Brad Harris (Kaw); 2. Jeremy Wheeler (Hon); 3. Rob Canpolieto (Yam); 4. Michael Immell (Yam); 5. Dan Murdough (Hon).

25+ A: 1. Darren O'Boyle (Kaw); 2. Dustin Monger (Kaw); 3. Stephen Stewart (Yam); 4. Alan Angelopulos (Kaw); 5. Steve Tanbane.

25+ B: 1. Darin Guerrie (Kaw); 2. Kevin Carbaugh (KTM); 3. Lonnie Bredeson (Hon); 4. Jason Swain (Yam); 5. Robert Ketchum (Yam).

30+ A: 1. Randy Hocker (Yam); 2. Nelson Yorke (Hon); 3. Stephen Stewart (Yam); 4. Joe Arnold (Kaw).

30+ B: 1. Kevin Carbaugh (KTM); 2. Dean Haight (Yam); 3. Lonnie Bredeson (Hon); 4. Nicholas Susco (Yam); 5. Geoff Taylor (Hon).

30+ C: 1. Kyle Hein (Hon); 2. Bob Mozingo (Hon); 3. Mike Hibbs (KTM); 4. Anthony James (KTM); 5. Glad Limbaugh (Kaw).

40+ A: 1. John Shaffer (Kaw); 2. Jeffrey George (Yam); 3. David Pickett (Kaw); 4. John Old (Suz); 5. Dale Winczewski (Yam).

40+ B: 1. Mark Smith (Hon); 2. Donald Warmuth (Hon).

40+ C: 1. Marty Wild; 2. Jim Wright (Hon); 3. Hans Marshler (Hon); 4. Bruce Cummins (Yam); 5. Jim Fecht (Yam).

4-STRK OPEN: 1. Chris Morgan (Hon); 2. Dale Winczewski (Yam); 3. Robert Ketchum (Yam); 4. Anthony James (KTM).

WMN A: 1. Glad Limbaugh (Kaw); 2. Dawn Winczewski (Yam); 3. Cynthia Bennett (KTM).

WMN B: 1. Layne Gibson (Suz).

WMN C: 1. Kelly Longwell (Kaw); 2. Noelle Guerrie (Kaw).

Fonte fast at AMP/GFI MX

By Jim Enos

TURLOCK, CA, SEPT. 6

Fairfield Cycle Center/RMR Construction-backed Paul Fonte sped his way to an overall win in the 80cc Beginner class at the AMP/GFI motocross, held at the Oatfield Raceway.

As the gate dropped for the first moto, Guy Rose made his way to the first turn ahead of Fonte, Nick Swisegood, Suzuki rider Jeff Sinks and Justin Enos. As the race progressed, it became a battle of who could stay up on two wheels as crashes took their toll. Fonte made his way past Rose on the long back stretch to take over first and began to distance himself from the pack. But the tricky whoop section would quickly claim its first victim, in the form of front-runner Fonte. With Fonte down, Rose took over the lead, followed by Swisegood. Fonte would remount in third, with Sinks and Enos in tow. With Rose pulling out a substantial lead, Fonte appeared a little overzealous to try to reel him in and again went down in the first turn. However, Fonte would end up getting back on track in fifth position. On the third lap, Enos mounted a charge and aired it out by passing Sinks over the double-double section. With two laps to go, the race order had Rose leading, followed by Swisegood, Enos, Sinks and Fonte. Once again, crashes changed the race order as Swisegood went down before the whoops - and again right after. Sinks followed suit and took a soil sample, allowing Enos and Fonte to move up to second and third, respectively.

With the checkered flag waving, everyone stayed upright, and it was Rose with a crash-free moto taking the win, followed by a crash-free Enos in second. Fonte salvaged third, with Swisegood and Sinks rounding out the top five.

As the second-moto gate filled up, Enos was missing from the field. The first-moto second-place finisher had had a bad crash in his 60cc-class race. At the drop of the gate, it was Fonte taking the holeshot with Rose, Sinks and Swisegood right behind. The group stayed tight, with no one giving any ground throughout the first and second laps. However, on the third lap, Rose was on a charge to pass Fonte and landed hard over the second double jump, which sent him down hard. Rose was down for quite a while, but later he got up and appeared to be okay.

Meanwhile, Fonte checked out on the rest of the field and was never challenged. When the checkered flag came out, Fonte turned a 3-1 moto score into an overall victory. Sinks took second overall with a 5-2 score, followed by Swisegood and Fonte.

Results

50 (4-6) F/T: 1. Lacey Perales (Yam); 2. Brook Flynn (Suz).

50 (4-6) BEG: 1. Ty Keenom (KTM); 2. Dillon Moore (KTM); 3. Landon Cohen (Act).

50 (4-6) MOD: 1. Andrew Haskett (Hus).

50 (7-8) STK BEG: 1. Jake Baraldi (KTM); 2. Cary Kotowski (KTM); 3. Brandon Nicholson (KTM); 4. Ryan Bowen (Cob); 5. Cory Kotowski (KTM).

50 (7-8) NOV: 1. Jacob Bremen (KTM).

60 BEG: 1. J.D. Moore (Kaw); 2. Ryan Martin (Kaw); 3. Garrett Adams (KTM).

60 NOV: 1. Kurtis Batey (KTM); 2. Justin Enos (KTM).

80 F/T: 1. Justin Flynn (Hon).

80 BEG: 1. Paul Fonte (Hon); 2. Jeff Sinks (Suz); 3. Nick Swisegood (Suz); 4. Guy Rose (Hon); 5. Justin Enos (Suz).

80 NOV: 1. Matt Fernandes (Yam); 2. Jarid Blevins (Yam); 3. Andy D'Arrigo (Suz); 4. Jarrod Mertens (Yam).

125 BEG: 1. Greg Center (Yam); 2. Clay Dibrowa (Suz); 3. James Hoak (Hon); 4. Russell Wilcox (Suz); 5. Guy Rose (Yam).

125 NOV: 1. Steve Mertens (Yam); 2. Adam Baca (Yam); 3. Toby Chalios (Suz).

250 BEG: 1. Dave Clemons (Yam); 2. Thomas Fullam (Hon); 3. Travis Holsapple (Hon); 4. Brian Baca (Suz).

250 NOV: 1. Mike Hunter (Yam); 2. Kelly Quinn (Suz).

250 INT: 1. Ed Heacox (Kaw).

25+ NOV: 1. Joe Alford (Kaw); 2. Anthony Aquino (Kaw); 3. Mike Hunter (Yam); 4. Kelly Stockton (Hon).

30+ BEG: 1. Ross Robertson (Yam); 2. Thomas Fullam (Hon); 3. Jonathan Chapman (Yam); 4. William Carlson (Hon).

30+ INT: 1. John Moore (Yam); 2. Ed Heacox (Kaw).

35+ NOV: 1. Robert Woerhle (Hon); 2. Randy Lynch (Yam); 3. Pat Saugar (Yam); 4. Jim Enos (Suz).

35+ INT: 1. John Moore (Yam).

40+ NOV: 1. Randy Newton (Kaw); 2. Bobby Lynch (Yam); 3. David McCandless (Hon).

U/L BEG/NOV: 1. Steve Mertens (Yam); 2. Toby Chalios (Suz); 3. Kelly Quinn (Suz); 4. Adam Baca (Yam); 5. Mike Hunter (Yam).

Morrisons vanquish Virginia Championship HS

By Heather Greer

DANVILLE, VA, AUG. 30

The ninth round of the Virginia Championship Hare Scrambles Series, sponsored by Bell Helmets, Tucker Rocky and Havoline, brought more than a hundred riders to the edge of the Dan River for 35 hot and dusty miles of racing.

George Greer pushed the front tire of his Casey Cycle City/Chick-fil-A/Regina-backed Honda ahead of the pack in the first turn off the AA start. However, Casey Cycle City/Chick-fil-A/Regina-sponsored Jason Greer's Yamaha and FMF/White Brothers/Maire-sponsored Stephen Edmondson's Kawasaki plowed ahead of Greer into the woods. Edmondson crushed his pipe on an unseen stump, giving Motor Imports/Answer/Scott-backed Kawasaki rider Daniel Morrison a chance to cut through the dust to pass him. Jason Greer put his Yamaha down hard in a turn, allowing Morrison to seize the opportunity to take the lead. Not letting a crushed pipe slow him down, Edmondson caught back up to Morrison on the second lap to pass him, holding the lead until the fifth lap, when the bike succumbed to mechanical difficulties created by the crunched pipe. Morrison took the checkers, and Tommy Handy (on his Mark IV-sponsored Kawasaki) and George Greer survived the dust to take second and third in the AA class.

During the spring races, spectators got accustomed to the exciting tire-to-tire duels between Kawasaki riders Dean Ingrams and Casey Cycle City/Paint by Paul/Worms Racing Engines-sponsored Andrew Williams. Starting with the drop of the flag, Williams and Ingram were going at it handlebar to handlebar into the woods. They maintained their positions, separated by only a few seconds, until the finish, with Williams taking the checkers. Atlas Honda-backed Tommy Reynolds took third place.

The heat and dust did not slow 250cc A rider series points leader Timmy Mitchell. Jarman Cycle-sponsored Mitchell pushed his Suzuki to the head of the class off the start and into the woods. After conquering the 250cc A class, Mitchell pressed on to climb into the third overall position. Jimmy Cycle Sales-backed Yamaha rider Glen Holcomb overcame a difficult start to take second place, while David Ashley took third with his Honda.

Danny Morrison's Motor Imports/Answer/Scott/Pirelli-sponsored Kawasaki flew into the woods off the start to take a commanding lead of the Vet A class. Not far behind, second place was captured by Ridersville Cycles-sponsored KTM rider Darryl Campbell. Rickie Huffman took third with his Valley Kawasaki & Suzuki-sponsored Kawasaki.

Yamaha rider Bryan Happle took first place in the Mini class. Jason Bailey put in a hard charge on his Casey Cycle City-backed Kawasaki for second, ahead of Rick Huffman, on a Jimmy Cycle Sales-backed Honda.

Jessica Morrison took the holeshot in the Women's class on her Motor Imports/Answer/ Scott-sponsored Kawasaki and maintained the lead until the finish. Melissa Barton edged her Kawasaki past Heather Greer's Casey Cycle City/Chick-fil-A/Regina-sponsored Honda to take second place. Greer took third place.

Results

O/A: Daniel Morrison (Kaw).

AA: 1. Tommy Handy (Kaw); 2. George Greer (Hon); 3. Stephen Edmondson (Kaw); 4. Robby Deal (Hon).

200 A: 1. Andrew Williams (Kaw); 2. Dean Ingram (Kaw); 3. Tommy Reynolds (Hon); 4. Chad Parker (Kaw).

250 A: 1. Timmy Mitchell (Suz); 2. Glen Holcomb (Yam); 3. David Ashley (Hon); 4. Mark Allman (Kaw); 5. Thomas Turner (Kaw).

VET A: 1. Danny Morrison (Kaw); 2. Darryl Campbell (KTM); 3. Ricky Huffman (Kaw); 4. Jerry Calvert (KTM); 5. Darryl Harley (Hon).

200 B: 1. Brian Morgan (KTM); 2. Mike Bouma (Yam); 3. Chris Kite (Kaw); 4. Josh Elliot (Kaw); 5. Dustin Staton (Yam).

250 B: 1. Mitchell Walsh (Kaw); 2. Johnny Woods (Hon); 3. Brad Hall (Hon); 4. Warren Hill (Yam); 5. Mike Mayo (Yam).

VET B: 1. Mike Bakken (Kaw); 2. Craig Randle (Yam); 3. Gary Wood; 4. Andy Phillips (Hon); 5. Bobby Wilt (Hon).

4-STRK: 1. Larry Trent (Hon); 2. David Baldwin (Hon); 3. Jeffrey Solinger (Hon); 4. Mark Wonjoh (Hon); 5. Rocky Hall (Hon).

SR: 1. Robert Cox (KTM); 2. Bernie Lunsford (Kaw); 3. Larry Adams (Hus); 4. Bob Wick (Suz); 5. Bob Williams (Kaw).

200 C: 1. Michael Keesee (Yam); 2. Bryan Thompson (Hon); 3. Keith McQuiddy (Kaw), 4. Timothy Morton (Suz); 5. Eric Newcomb (Kaw).

250 B: 1. Wayne Clevenger (Hon); 2. Jeff Allgood (Hon); 3. Rus Pickett (Hon); 4. Stacey Compton (Yam); 5. Dewey Shepard (Suz).

MINI: 1. Bryan Happle (Yam); 2. Jason Bailey (Kaw); 3. Rick Huffman (Hon); 4. Michael Sharp (Kaw); 5. B.J. Biller (Kaw).

WMN: 1. Jessica Morrison (Kaw); 2. Melissa Barton (Kaw); 3. Heather Greer (Hon); 4. Christine Blake (Kaw); 5. Elissa Morton (Suz).

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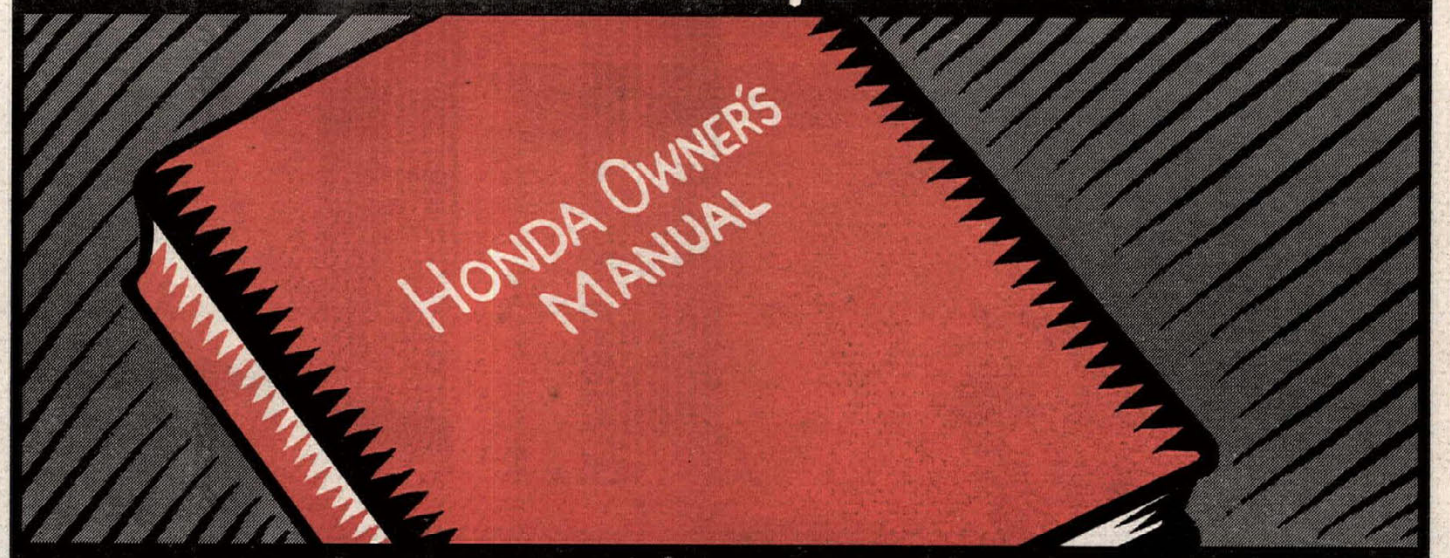

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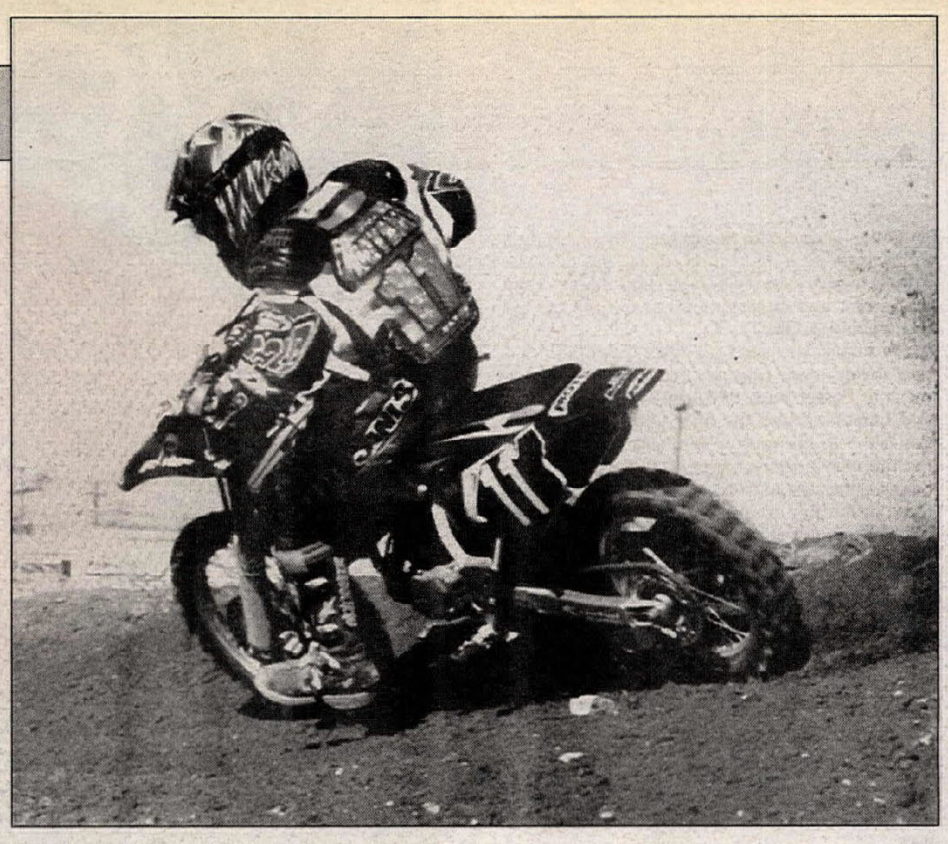

(Above) Ryan Roybal came away with the 80cc win at the CRC Grand Prix in Palmdale, California.
(Left) Cody Sandefer won the 80cc Beginner class during CRC Night MX action in Palmdale, California.

CRC Night Motocross win to Sandefer

By Greg Robertson

PALMDALE, CA, SEPT. 5
Boy vs. girl, Honda vs. Yamaha - call it what you want, but you've got to call it a good race. Cody Sandefer came out on top of a two-moto battle with rival Bonnie Kelly for the 80cc Beginner-class overall win at Los Angeles County Raceway during the Tru Tech-sponsored round of California Racing Club's weekly Saturday night motocross racing.

Things heated up between Sandefer and Kelly right from the drop of the gate in the first moto when Sandefer grabbed the holeshot but was quickly reeled in by Kelly. Kelly was showing Sandefer her front fender in the corners as the two front-runners started to distance themselves from Kyle Robertson, who held down third.

At the midway point, Kelly made a mistake and went down in the sand. She was quickly up and under way, still ahead of Robertson but too far back to catch Sandefer, who would see the checkers first with a comfortable lead. Kelly pulled clear of Robertson during the second half of the moto to finish a lonely second. Darin Chisholm held off Brennan McGinnis and Mitchell Alsobrook for a hard-fought fourth-place finish.

Kelly put her BH Racing/Nationwide Cycle-backed YZ80 at the front of the pack off the second-moto start to lead Sandefer and Chisholm. Within a lap, Sandefer and Kelly were swapping lines through the big-bermed turns, each trying to get the advantage on the other. For the next three laps they battled for the lead, with the CR80-mounted Sandefer finally making a pass stick.

Sandefer couldn't shake Kelly once he had the lead, and Kelly wasn't going to give up, as she relentlessly dogged him all the way to the finish. In the end it was Sandefer with the win by a bike length.

Nearly half a minute behind the leaders, the race for third went down to the wire. Alsobrook passed Robertson in the whoops on the white-flag lap, but Robertson blew back past him on the following straight to take home the third-place trophy. Alsobrook's 6-4 topped the 5-5 of McGinnis for fourth overall.

Results

P/W BEG: 1. Keith Robinson (KTM); 2. Blake Wein (KTM).
P/W YAM STK: 1. Kyle Prince (Yam).
P/W STK MOD: 1. Chance Lippie (Yam).
S/STK (7-9): 1. Preston Lundin (KTM); 2. Armando Aguilar (KTM); 3. Kyle Prince (Yam).
MOD (4-6): 1. Chase Lippie (KTM).
MOD (7-9): 1. Billy Ballestero.
60 BEG: 1. Zachary Brown (Kaw); 2. Garrett Lilly (KTM); 3. Billy Ballestero (Kaw); 4. Christian Melhom (Kaw); 5. Grady Dagnan (Yam).
60 (4-8): 1. Bryce Terzian (KTM); 2. Preston Lundin (Kaw); 3. Lance Coury (Kaw); 4. Mikey Garcia (Kaw).
60 (9-11): 1. Shane Patao (Kaw); 2. Doug Carter (Kaw); 3. Chris Jancich (Kaw).
80 BEG: 1. Cody Sandefer (Hon); 2. Bonnie Kelly (Yam); 3. Kyle Robertson (Hon); 4. Mitchell Alsobrook (Kaw); 5. Brennan McGinnis (Yam).
80 (7-11): 1. Brett Mountain (Yam); 2. Dave Carter (Kaw); 3. Garrett Norr (Suz).
80 (12-13): 1. Sean Collier (Kaw); 2. Chris Norr (Suz); 3. Kevin Williams (Yam); 4. Anthony Barbacovi (Yam); 5. Mike Epstein (Hon).
80 (14-16): 1. Riley Beckinger (Hon).
B/W: 1. Sean Collier (Kaw); 2. Chad Bradley (Yam).
125 BEG: 1. Ryan Robertson (Suz); 2. Neil Chisholm (Hon); 3. Ryan Grigsby (Hon); 4. Brad Grigsby (Hon).
125 NOV: 1. Scott Howe (Yam); 2. Kurt Caselli (Kaw); 3. Jimmy Eberle (Yam); 4. Johner Faulkner (Hon); 5. Bob Arens (Yam).
125 INT: 1. Mike Collier (Kaw); 2. Eric Anderson (Yam); 3. Michael Meadows (Yam); 4. Brent Gilliam (Yam); 5. Scott Priputen (Yam).
250 BEG: 1. Jason Cave (Suz); 2. Neil Chisholm (Hon).
250 NOV: 1. Chris Reed (Kaw); 2. Damon Podolny (Yam); 3. Mike Embry (Yam); 4. Billy Dillenberger (Hon); 5. Justin Eide (Hon).
250 INT: 1. Brent Gilliam (Kaw).
500 NOV: 1. Tyson Tittlemier (Hon); 2. Norm Schiel (Hon).
JR VET NOV: 1. Damon Podolny (Yam); 2. Gabi Abayou (Hon); 3. Bob Gorman (Yam); 4. Jeff Mathews (Yam); 5. Brian Thomas (Hon).
JR VET INT: 1. Chris Reed (Kaw); 2. Mike Licitra (Kaw).
VET BEG: 1. Andy Flum (Yam); 2. Armando Aguilar (Suz).
VET NOV: 1. Darren Staffer (Hon); 2. Charles Abbott (Hon); 3. Joe Casagrande (Yam); 4. Ray Ritzler (Kaw).
VET INT: 1. Mike Licitra (Kaw): 2. Darrell Sanders (Yam).
VET EX-PRO: 1. Rich Truchinski (Yam); 2. Edwardo Flippo (Hon).
SR BEG-NOV: 1. Bob Dunham (Yam); 2. Mark Martin (Kaw).
SR INT-EX: 1. Norm Schiel (Hon); 2. John Bumgarner (Hon).
O/T NOV: 1. Frank Derby (Hon); 2. John Webb (Hon).
O/T AM: 1. Don Meiner (Hon); 2. Jeff Hawthorne (Suz); 3. Richard Bealer (Yam).
O/T EX: 1. Kirk Freeman (Yam); 2. Bob Dunham (Yam); 3. Charles Howell (Yam).
O/T MSTR A: 1. Edwardo Trippo (Hon); 2. Steve Clark (Yam); 3. W.G. Wilson (Suz).
O/T MSTR B: 1. Norm Schiel (Hon); 2. Mike Chesbro (Hon): Bob Hurst (Yam).

Norr, Roybal rule at CRC Grand Prix

By Greg Robertson

PALMDALE, CA, SEPT. 7
Chris Norr and Ryan Roybal spent their Labor Day holiday doing anything but relaxing, as they dominated the 80cc (12-13) and 80cc (7-11) classes, respectively, at Los Angeles County Raceway during California Racing Club's annual Outlaw Grand Prix.

As the 80cc (12-13) class kicked their bikes to life at the dead-engine start, it was Norr showing the way up front, followed by Mike Epstein, Anthony Barbacovi and C.J. Mahon. Coming off the LACR drag-strip pavement portion of the course, Norr already had a couple of seconds on Barbacovi, who had relegated Epstein back to third. Garrett Warren had passed Mahon for fourth, with Garrett Eberle a close sixth.

Norr put about 15 seconds between himself and Barbacovi during the first 20 minutes of the race, then put it in cruise mode and looked to have the win if nothing went wrong. Barbacovi was able to shake off Epstein to run all by himself in second place. Epstein held down a lonely third a safe distance ahead of Warren.

After 45 minutes on the fast track, it was the Nationwide Cycle/Redco/Flum Racing-backed RM80 of Norr taking the win. Barbacovi brought his Yamaha across for second, ahead of Epstein and Warren.

Kyle Foltz nailed the 80cc (7-11) start to lead David Carter, Roybal and Garrett Norr. Foltz's lead lasted almost a lap before Roybal made his way to the front and immediately started to pull away.

Once out front, the Nationwide Cycle/Sinisalo/Motul/FMF-sponsored Roybal would stretch his lead with each passing lap, and he was able to catch and pass all but one of the older 12- to 13-year-old riders en route to his convincing victory. Foltz also did a good job of working up through the older riders during the 45 minutes to finish second, ahead of Norr. Charles Pearson and David Carter rounded out the top five.

Results

P/W BEG: 1. Blake Wein (Kaw); 2. Keith Robinson (KTM).
P/W YAM STK: 1. Kyle Prince (Yam); 2. Nick Wood (Yam).
P/W YAM MOD: 1. Chance Lippie (Yam).
S/STK (4-6): 1. Shawn Rhinehart (KTM).
MOD (4-6): 1. Chris Plouffe (KTM); 2. Chase Lippie (KTM).
60 BEG: 1. Billy Ballestero (Kaw); 2. Colton James (Hon); 3. Marc Slane; 4. Kevin O'Donnell (Kaw); 5. Tyler Brockett (Kaw).
60 (4-8): 1. Justin Mulford (Kaw); 2. Shawn Butler (Kaw); 3. David Medina (Kaw); 4. Preston Lundin (Kaw); 5. Shana Rhinehart (Kaw).
60 (9-11): 1. Charles Pearson (Kaw); 2. Brandon Spencer (Kaw); 3. Kyle Jennings (Kaw); 4. Douglas Carter (Kaw); 5. Brandon Zeek (Kaw).
80 BEG: 1. Cody Sandefer (Hon); 2. Ryan Salinas (Hon); 3. Jimmy Soliz (Yam); 4. Mitchell Alsobrook (Hon); 5. Kevin Wageman (Hon).
80 (7-11): 1. Ryan Roybal (Hon); 2. Kyle Foltz (Kaw); 3. Garrett Norr (Suz); 4. Charles Pearson (Suz); 5. David Carter (Kaw).
80 (12-13): 1. Chris Norr (Suz); 2. Anthony Barbacovi (Yam); 3. Mike Epstein (Hon); 4. Garrett Warren (Kaw); 5. Garrett Eberle (Yam).
B/W: 1. Michael Meadows (Kaw).
WMN: 1. Lisa Saul (Yam).
VINT: 1. Jim Finerty (Hon).
DECADE: 1. Rex Staten (Yam).
125 BEG: 1. Steve Shea (Kaw); 2. Steve Buford (Kaw); 3. Grant Moore (Yam); 4. Jason Severn (Yam); 5. Brian Enciso (Yam).
125 NOV: 1. Kurt Caselli (Kaw); 2. Jimmy Eberle (Yam); 3. Chad Frank (Yam); 4. Eric Willis (Yam); 5. Sergio Ponce De Leon (Yam).
125 INT: 1. Michael Meadows (Yam); 2. Eric Anderson (Yam); 3. Eric Casas (Kaw); 4. George LaMonte (Hon).
250 BEG: 1. Jason Cave (Suz); 2. Richard West (Yam); 3. Chris Leiker Jr. (Hon); 4. Neil Chisholm (Hon); 5. Kevin Woodruff (Hon).
250 NOV: 1. Bruce Tebo (Hon); 2. Chad Banta (Yam); 3. Luke Orr (Suz); 4. Chaz Smith (KTM); 5. Jason Trubey (Kaw).
250 INT: 1. Chris Neitzel (Hus); 2. Marty Estes (Yam).
500 NOV: 1. Doug Chiapuzio (KTM); 2. Rick Smith (Yam); 3. Tyson Tittlemier (Hon); 4. John Dean (Kaw); 5. Brian Mussetter (Hon).
500 INT: 1. Ron Shuler (Kaw).
4-STRK: 1. Donnie Morrison (Yam); 2. Brian Nevestich (Hon).
JR VET BEG: 1. Doug Runyon (Kaw); 2. Chris Hanson (Kaw); 3. Matt O'Carroll (Hon); 4. John Hartsock (Hon).
JR VET NOV: 1. Gabi Abayou (Hon); 2. Bob Gorman (Yam); 3. Bruce Richards; 4. Eric Lathrop (Kaw); 5. Larry Page (Yam).
VET BEG: 1. John Meissner (Kaw); 2. Russ Schuoler (Hon); 3. Clayton Willison (Kaw); 4. Michael Seymour (Hon); 5. John Adams (Suz).
VET NOV: 1. Darren Staffer (Hon); 2. Joe Villegas (Hon); 3. Ron Shuler (Kaw); 4. Gary Songstad (Hon); 5. Joe Casagrande (Yam).
VET INT: 1. Tom Miller (Yam); 2. Leo Saul (Yam); 3. Mike Licitra (Kaw); 4. Chris Leiker (Hon); 5. Rich Chouinard (Kaw).
VET EX-PRO: 1. Jon Zahrt (Kaw); 2. Jimmy Roberts (Hon); 3. Frank Costanzo (Hon); 4. Rick O'Donnell (Hon); 5. Steve Flanders (Yam).
SR BEG-NOV: 1. John Topor (Hon); 2. Eric Crippin (Hon); 3. Larry Rippenkroeger (Yam); 4. Ress Benson (Hon); 5. Bob Dunham (Yam).
SR INT-EX: 1. Edwardo Flippo (Hon); 2. Norm Schiel (Hon); 3. Steve Clark (Yam); 4. Larry Williams (Suz).
O/T NOV: 1. Dave Rutledge (Hon); 2. Phil Blackburn (KTM); 3. Bob Klatt (KTM); 4. Dick Shey (Yam); 5. Steve Popjoy (Kaw).
O/T AM: 1. Don Meiner (Hon); 2. Bob Breach (Yam); 3. Dennis Tooman (Kaw); 4. Richard Bealer (Yam); 5. Jeff Hawthorne (Suz).
O/T EX: 1. Jack Roten (Yam); 2. Larry Williams (Suz); 3. Kirk Freeman (Yam); 4. Scott McDonall (Hon); 5. Jose Rodriguez (Kaw).
O/T MSTR A: 1. Edwardo Flippo (Hon); 2. Willie Kennedy (Hon); 3. Rick Johnson (Hon); 4. Karl Allen (Hon); 5. John Ferro (Hon).
O/T MSTR B: 1. Norm Schiel (Hon); 2. Rhett Higgins (Kaw); 3. Doug Heil (Kaw); 4. Glenn Perry (Kaw); 5. Mike Ferro (Hon).
Teamrace
80: 1. Cody Sandefer/Garrett Norr; 2. Richard Arnold/Courtney Kent.
BEG: 1. Dennis Wagoner/Jason Cave; 2. Joe Casagrande/Steve Casagrande; 3. Steve Shea/Steve Burford; 4. David Williams/Michael Seymour; 5. Jacob Enos/Randy Enos.
NOV: 1. Kevin Woodruff/Luke Orr; 2. Shane Smith/Scott Howe.
INT-EX: 1. Kurt Caselli/Mike Meadows; 2. Chris Norr/George LaMonte.
Ironman
80: 1. Darin Chisholm.
BEG: 1. Neil Chisholm; 2. Craig McCormick.
INT-EX: 1. Chris Neitzel; 2. Rocket Rex; 3. Jim Finerty; 4. Darrell Sanders.

Womack wallops KB SX

By Bret Eckert

SACRAMENTO, CA, SEPT. 11
Racers Pit Shop-backed Stenson Womack out of Jackson dominated two divisions of minicycle classes at round three of KB Racing Promotions' Fall Motocross Series, sponsored by MC Concepts, Carmichael Honda and Holeshot Moto Accessories. Womack, riding a Lem, took the win in the 50cc Novice class with consistent 2-1 moto finishes and topped off the night by also claiming the 65cc Beginner honors after battling it out in what has become the Kawasaki "Race of Champions" class.

In moto one of the 50cc Novice division, Womack gated fairly well, rounding the 180-degree first turn in a decent midpack position. By the end of the first lap he had moved into a solid fourth behind the likes of other top Northern California fast guys "Flyin' Brian" Foster, J.D. Moore and Michael Curci. These riders turned up the pace a notch and on lap two Roseville Cycle-sponsored, Lem-mounted Moore zapped Foster to take over the lead position. Keeping the intensity to a maximum, Womack responded by rocketing two places ahead on the next lap, displacing Racers Pit Shop-sponsored riders Foster and Curci. Womack then set his sights on Moore in first, while Foster and Curci began a battle of their own for third. Moore was in front when the checkers flew, taking the win, with Womack finishing solidly in second. Curci coaxed just enough extra zip out of his Lem to regain third over Foster, who was mounted on a new HM. Rick Adams, on a Carmichael Honda/Parts in the Pits-backed Action, rounded out the top five.

As the gate dropped for moto number two, it was obvious that Womack wanted the overall title. He grabbed the holeshot and the lead over Moore, Foster and Creative Concrete-sponsored Dylan Ney. The second time around the circuit, major position changes took place behind Womack. First, Moore's Lem had mechanical gremlins, which forced him to retire early from the moto and give up any hopes of a podium finish. Next on the casualty list was Ney as he went down on his KTM Pro Senior, dropping out of the top five. Curci took advantage of the leader's misfortunes, taking over second while Jake Larson moved up to third after rounding out the first lap back in fifth. Adams was on the move this lap and moved up to fifth after being well out of the top five the last time around. He kept

on going as the moto progressed, finally ending up in forth. At the finish, Womack was all alone in first, with Foster back in second. Larson held on to third and Tyler Gowdy broke into the top five, behind Adams.

Womack wrapped up the overall with his two strong moto finishes. Second-place honors went to Foster with two top-five moto places, and Larson earned the final podium spot after going 6-3 in the motos. Womack moved up in the premier Northern California Fall Motocross Series standings with his win tonight and, with three of the five rounds in the books, he is in a prime position to take the series title.

Results

PW/JR/Z BEG: 1. C.J. Barham (Yam); 2. Joel Fittro (Yam); 3. Stuart Luper (Yam); 4. Dillon Padilla (Yam); 5. Stephen Szabo (Yam).

PW/JR/Z NOV: 1. Corey Padilla (Suz).

50 (4-6) BEG: 1. Mike Hernandez (KTM); 2. Ty Keenom (KTM); 3. Keith Knight (KTM); 4. Trevor Faulkner (KTM); 5. C.J. Barham (Yam).

50 (7-9) BEG: 1. Jared Lang (KTM); 2. Brett Hamman (KTM); 3. Mason Womack (Lem); 4. Kody Onella (Lem); 5. Ty Keenom (KTM).

50 NOV: 1. Stenson Womack (Lem); 2. Brian Foster (Lem); 3. Jake Larson (Lem); 4. Ricky Adams (Act); 5. J.D. Moore (Lem).

65 BEG: 1. Stenson Womack (Kaw); 2. Joey Harris (Kaw); 3. Eric Byfield (Kaw); 4. Justin Martin (Kaw); 5. Sean Stommell (Kaw).

65 NOV: 1. Matthew Spencer (Kaw); 2. J.D. Moore (Kaw); 3. Beau Wiegand (Kaw); 4. Kevin Byfield (Kaw).

85 (8-12) BEG: 1. Carl Madsen (Kaw); 2. Travis Williams (Hon); 3. Matthew Spencer (Hon); 4. George LaHargoue (Kaw); 5. Beau Wiegand (Suz).

85 (13-16) BEG: 1. Carson Meyers (Yam); 2. Rory Radovich (Hon); 3. Danny Harris (Kaw); 4. David Dawson (Kaw); 5. Donny Stommel (Yam).

85 NOV: 1. Mike Matson (Yam); 2. Jeremiah Gerber (Yam); 3. Joel Grosskopf (Hon).

125 SCHBY BEG: 1. Josh Jenkins (Yam); 2. Chris Van Meter (Yam); 3. Brian Fetrow (Kaw); 4. Cam Foster (Yam); 5. Ryan Cecil (Suz).

125 SCHBY NOV: 1. Kevin McGovern (Yam); 2. Mike Matson (Suz).

125 BEG: 1. Michael Carnes (Yam); 2. John Hodge (Yam); 3. Jake Hensley (Kaw); 4. Keith Flores (Kaw); 5. Mike Matthews (Hon).

125 NOV: 1. Kevin McGovern (Yam); 2. Curtis Tackley (Kaw) 3. Curtis Wilson (Kaw); 4. Austin O'Connell (Yam); 5. Gavin Lawrence (Suz).

250 BEG: 1: Dave Mowery (Kaw); 2. Jason Gerbi (Hon); 3. Paul Gerbi (Hon); 4. Josh Carney (Yam); 5. Bryan Gambill (Kaw).

250 NOV: 1. Tim Stowe (Suz); 2. Christopher Westphal (Yam); 3. Scott Pella (Hon); 4. Chad Pace (Hon).

PRO-AM: 1. Mike Pascarella (KTM); 2. Jesse Olson (Yam); 3. Jesse Dawson (Kaw); 4. Ben Weisenberg (Yam); 5. Steve Thinger (Hon).

25+ BEG: 1. Bryan Gambill (Kaw); 2. Jon Keller (Yam); 3. Erik Week (Suz); 4. Gary Whitaker (Suz). 5. Louis Webb (Hon).

25+ NOV: 1. Steve Thinger (Hon); 2. Curtis Tackley (Kaw); 3. Cody Landers (Yam); 4. John Moore (Kaw); 5. Chad Pace (Hon).

VET BEG: 1. Rick Forbes (Suz); 2. Jon Keller (Yam); 3. Kirk Shorter (KTM); 4. Erik Week (Suz); 5. Stephen Langley (Yam).

VET NOV: 1. Dan DeNuzzo (Hon); 2. Cody Landers (Yam); 3. Stuart Nelson (Hon).

VET INT: 1. John Moore (Kaw).

O/T BEG: 1. Mark Correa (Kaw); 2. Chuck Shipley (Hon).

O/T NOV: 1. Jim Breneisen (Hon); 2. Stuart Nelson (Hon).

O/T EX: 1. Peter Crowell (Kaw).

Harada's hot at REM Glen Helen Motocross

By Rocky Hash

SAN BERNARDINO, CA, SEPT. 19

Gary Harada used dogged determination to take two hard-fought moto wins en route to his overall victory in the hotly contested Vet Junior division at Racing Enterprises Motosports' weekly Saturday motocross, held at Glen Helen Raceway Park.

When the first moto got under way, it was Kawasaki pilot Jerry Jackson nabbing the holeshot. Harada was second, while Honda rider David Dubois positioned himself in third. The fourth spot was occupied by Chris Hughey on his TM, while KTM rider Keith Stoner filled out the top five. When the pack roared out of the back canyon, it was clear that this moto was going to be a two-man race. Jackson and Harada, themselves only separated by a bike length, had put about five seconds on the rest of the riders during the first lap. For the first half of the moto, Jackson appeared to be towing Harada around the track with a tie-down, as the two Kawasaki riders were never more than 10 feet apart. Harada continued to pester Jackson until the pressure paid off. Just after receiving the halfway signal, Harada emerged from the back section alone - having forced Jackson into making a mistake. Jackson was quick to remount after his bobble, but he had lost about 10 seconds to Harada. Meanwhile, the battle for third was heating up. Hughey had closed in on Dubois and was looking for a way around to take over the third spot. When the two-lap signal came out, Jackson had closed to within five seconds of Harada, but then he clicked it into cruise mode.

"I crashed in the back," said Jackson. "I saw that I was catching him (Harada) a little bit, but then I decided to rest and take my chances in the second moto."

When the checkers came out at the end of the moto, it was Harada taking the moto win.

(Right) Gary Harada came away with the top spot in the Vet Novice class at the Glen Helen Raceway Park in San Bernardino, California.
(Far right) T.J. Beazell took the win in the Auto (4-8) class in North Webster, Indiana.

Jackson rode in for second, while Dubois was able to hold off Hughey to claim the third position.

At the start of moto two, Jackson again shot his Kawasaki out front and grabbed another holeshot. Hughey shoved his TM into second, while Dubois gated third. Yamaha rider Zach Lindborg was fourth, and Stoner held down fifth. Harada had suffered a horrible start - dead last - but passed riders in bunches, and he was sixth by the end of lap one. Out front, Jackson set a fast pace and he opened up a three-second advantage on Dubois, who had moved around Hughey to take over second. By the third lap, Harada had moved up to third and was looking for a way around Dubois. Just as the halfway signal came out, Harada passed Dubois and set sail for Jackson and the lead. As the remaining laps clicked away, Harada inched closer and closer to Jackson. When the two-lap signal was given, Harada was within two bike lengths of Jackson, and he began to apply pressure on the leader. Once again, the crashing bug bit Jackson, as he fell off in the tricky switchback section and turned the lead over to Harada. By the time Jackson was able to remount, Dubois also went by and took over the second position. By the moto's end, Harada had again prevailed to take the win. Dubois rode in for second, while Jackson limped in, literally, for third. On the day, Harada's perfect 1-1 scores earned him the overall victory. Dubois' 3-2 finishes garnered him the second spot, while Jackson's 2-3 tally put him in third.

Results

80 NOV: 1. Jason Domann (Yam); 2. Bobby Martin (Suz); 3. Rory Neyland (Hon).

125 BEG: 1. Ryan Amaradio (Hon); 2. Ryan Lane (Yam); 3. Shane Marchant (Suz); 4. John Vick (Hon); 5. Chance Hatliff (Suz).

125 NOV: 1. Bernhard Leitner (Yam); 2. Todd Melson (Suz); 3. Mike Griffin (Hon); 4. Travis Moss (Hon); 5. Frank Bussell (Suz).

125 INT: 1. Tim Olson (Kaw); 2. Kevin Clarke (Suz); 3. Robert Smith (Suz); 4. Rob Mackie (Hon); 5. Mike Eltner (Yam).

250 BEG: 1. Mike Ortiz (Hon); 2. Tom Dougherty (Yam); 3. Steve Gardner (Yam); 4. Skip Laughton (Suz); 5. Mark Norton (Hon).

250 NOV: 1. Brian Stoner (KTM); 2. Mark Oldroyd (Hon); 3. Dennis Michalis (Yam); 4. Jason Austin (Yam); 5. Ichiro Nakaya (Suz).

PRO: 1. Steve Drew (Yam); 2. Willy Musgrave (Suz); 3. Mark Tilley (KTM).

VET BEG: 1. Zach Lindborg (Yam); 2. Bill Georgi (Suz); 3. Mike Fowler (Hon); 4. Carl Liggett (Hbg); 5. Frank Kell (Hon).

VET NOV: 1. Gary Harada (Kaw); 2. David Dubois (Hon); 3. Jerry Jackson (Kaw); 4. Chris Hughey (TM); 5. Keith Stoner (KTM).

VET INT: 1. Ron Lawson (Kaw); 2. Bryan Daniel (Hon); 3. Jeff Kaplan (Kaw); 4. Stephen Watson (Hon); 5. Kyle Larsson (Kaw).

40+ JR: 1. Jeffrey Arzouman (Yam); 2. Steve Roark (Yam); 3. Zach Lindborg (Yam); 4. Mike Machuga (Yam); 5. Mike Cassell (Kaw).

40+ INT: 1. Mark Hall (Yam); 2. Ty Larson (Hon); 3. Mike Rigdon (Hon); 4. Glenn Perry (Kaw); 5. Allen McKay (Yam).

40+ EX: 1. Dennis McAdam (Hon); 2. Dennis Boulware (Yam); 3. Gary Scott (Yam); 4. Pete Vetrano (TM); 5. Dan Stoner (KTM)

40+ MSTR: 1. Rich Eierstedt (Hon); 2. Jim Domann (Yam); 3. Willy Amaradio (Yam); 4. Alan Olson (Yam); 5. Marc Crosby (Kaw).

50+ INT: 1. Dennis Rosenberg (Yam); 2. Jim Park (Hbg); 3. Rich Garcia (Hon); 4. Bob O'Donnell (Yam); 5. Nick Sanchez (Hus).

50+ MSTR: 1. Horst Leitner (Yam); 2. Jody Weisel (Kaw); 3. Ray Pisarski (Hon); 4. George Spearing (Kaw); 5. Bengt Johansson (Yam).

Beazell rips at Trojan Speedway

By Larry Witmer

NORTH WEBSTER, IN, SEPT. 6

T.J. Beazell took the win in the Auto (4-8) division over a tough field of talented young speedsters. Beazell also competed at Trojan for the full four-day Labor Day event, taking home the overall in this division and a great wall clock as a memento.

The opening moto of the Auto (4-8) contest saw the track in excellent shape for the drop of the gate. Shelby Landis on his House of Honda PW ripped the holeshot over Beazell and Dian Klinger. Things went away for Landis on the opening lap, however, when he hit a hole and went over the bars. Landis would card a DNF this moto, but he would be back for the second round.

Beazell took over the lead and was never seriously challenged by the 15-rider field. Dian Klinger, on her Reads Racing/R&D Yamaha, had some mechanical problems late in the moto while running second. Robert Johnson took over the number-three spot by going through the infield rockers more quickly than Jacob Renkenberger on the third lap, and the field was set for the finish - Beazell took the win, Klinger nursed her sick PW in for second, Johnson came in

third, Renkenberger was fourth, and Robert Johnson of Fort Wayne, Indiana, brought it home for fifth.

Beazell gated the quickest in the second moto over Travis Smith, Robert Johnson and Klinger. Landis had a quick first-corner get-off, but he remounted and set out after the field.

Beazell held the lead on the first lap, with pressure from both Smith and Klinger, but Landis was hot on the opening lap, passing his way all the way up to the fourth spot. Landis got by Klinger in the whoops for third on the second lap and continued his march to the front.

Up front, Beazell continued his winning pace, pulling away from the field while completing his second circuit. Landis took over the second spot, passing Smith at the finish line. Johnson was fourth, with Renkenberger fifth. Dian Klinger had a problem in the Superbowl area, sliding out but quickly remounting and charging after the leaders.

Beazell had opened up a huge lead by the time Landis had moved into the second spot, but Landis was riding the wheels off his Yamaha. Klinger was also on the gas, getting back into the third spot by the white flag.

Beazell held off the charge of Landis at the checkers and took the win, to the delight of the cheering spectators packed on the hillside. The crowd on hand gave Shelby and the entire Auto field a warm welcome at the finish line. Klinger brought her tired PW in for the third spot.

Results

AUTO (4-6): 1. Richard Witzke; 2. Allison Vrba; 3. Austin Couch.

AUTO (7-8): 1. Steve Squires; 2. Nick Ebenroth; 3. Jake Smith.

AUTO (4-8): 1. T.J. Beazell; 2. Dian Klinger; 3. Robert Johnson.

60: 1. Kendall Dennis; 2. Jesse Goetschius; 3. Steve Squires.

80 (7-11): 1. Brandon Hileman; 2. Mitchell Dennis; 3. Matt Carmichael.

80 (12-15): 1. Andrew Wall; 2. James Robbins; 3. Tyler Stanley.

80 OPEN: 1. Blake Jones; 2. Chris Christensen; 3. Joe Craigo.

125 (12-15):1. Aaron Yoder; 2. Derrick DeWitt; 3. Blake Jones.

16-24: 1. Brandon Harper; 2. Barry Anglemyer; 3. Michael Maher.

125 B: 1. Rod Vigar; 2. Derrick DeWitt; 3. Brandon Harper.

125 C: 1. Cory Koch; 2. Keith Puckett; 3. Thomas Roose.

250 A: 1. Barry Anglemyer; 2. Larry Witmer; 3. Dave Tomlinson.

250 B: 1. Chad Satterthwaite; 2. Seth Myers; 3. Jeremy Awald.

250 C: 1. Aaron Tobias; 2. Mike Falaschetti; 3. Lee Mikel.

25+ A: 1. Rich Coles; 2. Steve Yoder; 3. Bill Butterworth.

30+ A: 1. Larry Witmer; 2. Rich Coles; 3. Jon Darmon.

30+ B: 1. Michael Gordon; 2. Randy Bruder; 3. Don Martin.

40+: 1. Donnie Myers; 2. Michael Gordon; 3. Garry Anglemyer.

WMN: 1. Jennifer Edwards; 2. Daria O'Mara.

Overall

AUTO (4-6): Richard Witzke.
AUTO (7-8): T.J. Beazell.
AUTO (4-8): Steve Squires.
60: Steve Squires.
80 (7-11): Mitchell Dennis.
80 (12-15): Zac Jones.
80 OPEN: Blake Jones.
125 (12-15): Derrick DeWitt.
125 B: Derrick DeWitt.
125 C: Cory Cock.
250 A: Randy Keene.
250 C: Randy Bruder.
25+ A: Steve Yoder.
30+ A: Steve Yoder.
WMN: Jennifer Squires.

Musselman muscles in at Kenworthy's Motocross

By Rupert X. Pellett

TROY, OH, AUG. 30

Husaberg-mounted Mark Musselman was terrific at round four of the Buckeye Series, topping the heavily stacked Over 25 class at this pristine facility. Musselman used all the power of his mighty four-stroke "open" bike to secure great starts and then relied on years of talented racing experience to pounce on his fellow competitors. With two full gates of 25-years-and-older riders, Kenworthy's famous motocross track, with its difficult obstacles, would prove to be a deterrent to the not-so-bold, as only the very brave tackled the 70-foot "Widowmaker" jump.

On his way to victory, Musselman had to fight off the advances of second-placed Mike Morgan and two fast Suzuki riders - third-placed Chuck "Farmboy" Reed and fourth-placed F&S Suzuki's Jon Schmitz. With all major manufacturers' contingency money offered throughout this prestigious series, the massive throng of more than 400 riders was treated to moist and loamy track conditions - the norm for Kenworthy's - and top amateurs from throughout the Midwest came to do battle.

Mark Burkhart was spectacular in the A classes, whipping his Honda CR to the front of the 19-rider-strong field in 125cc A and thumping his four-stroke "Yamathumper" YZ400 to the win over the pack of 14 250cc A-class contestants.

In 80cc (7-11) action, Suzuki rider Jared Grabiel walked off with the win over Kentucky's fast Justin Sipes, as race leader Kyle Preston crashed out of the second moto and retired for the day with a broken wrist.

The B classes were talent-filled and featured some tremendous race action, as battles ensued between National Schoolboy champion Josh Woods, his fellow Michigander Jason McDonald, and Ohio's Mike Mercer and Mike Campbell. The 250cc B class was ultimately conquered by Kawasaki pilot Josh Woods, with Suzuki-mounted McDonald taking second overall. The 125cc B division saw McDonald take the win ahead of second-overall Campbell, followed by Woods and fourth-overall Steve Hensley.

Results

50 (4-6): 1. Devan Shade (Cob); 2. Kyle Burlile (Cob); 3. Shawn Lunsford (KTM); 4. Matthew Stephens (KTM); 5. Mark Price Jr. (KTM).

50 (7-8): 1. Devan Welch (Cob); 2. Axl Moler (Cob); 3. Brian Stephens (KTM); 4. Zach Wheeland (Cob); 5. Cody Reas (Cob).

50 P/W: 1. Shawn Lunsford (Yam); 2. Cody Combs (Yam); 3. Tory Worstell (Yam); 4. Brandon Rehmert (Yam); 5. Sheldon Kegley (Yam).

65: 1. Michael Willard (KTM); 2. Zach Ames (KTM); 3. Pat Massie (Kaw); 4. Jake Mohney (Kaw); 5. Justin Sipes (Kaw).

80 (7-11): 1. Jared Grabiel (Suz); 2. Justin Sipes (Kaw); 3. James Lang (Hon); 4. Zach Ames (KTM); 5. Pat Massie (Hon).

80 (12-15): 1. Gavin Gracyk (Kaw); 2. Ryan Sipes (Kaw); 3. David Whitcraft (Suz); 4. Dustin Pulley (Kaw); 5. Brandon Nichols (Suz).

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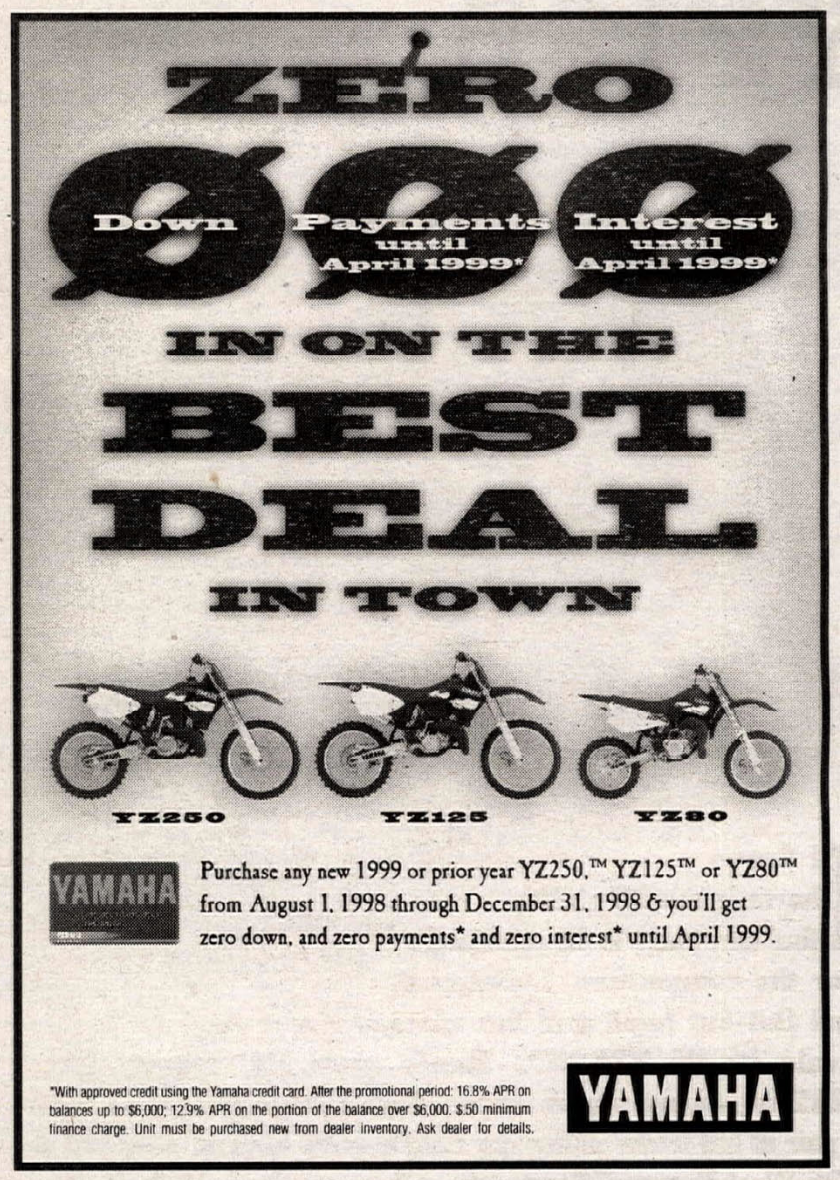

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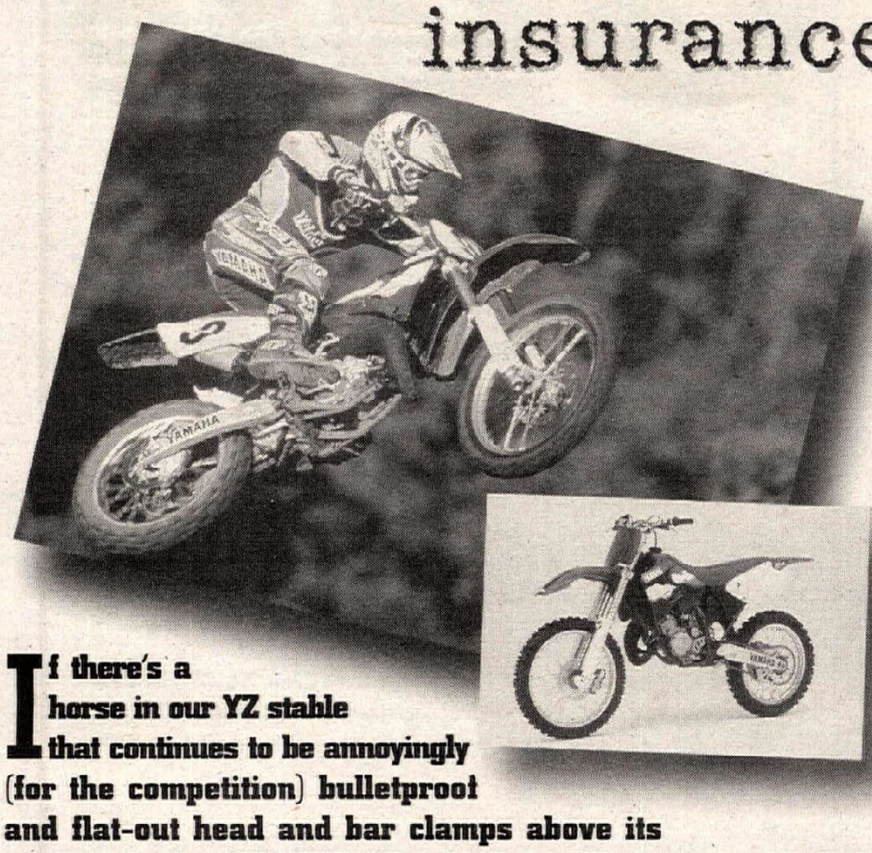
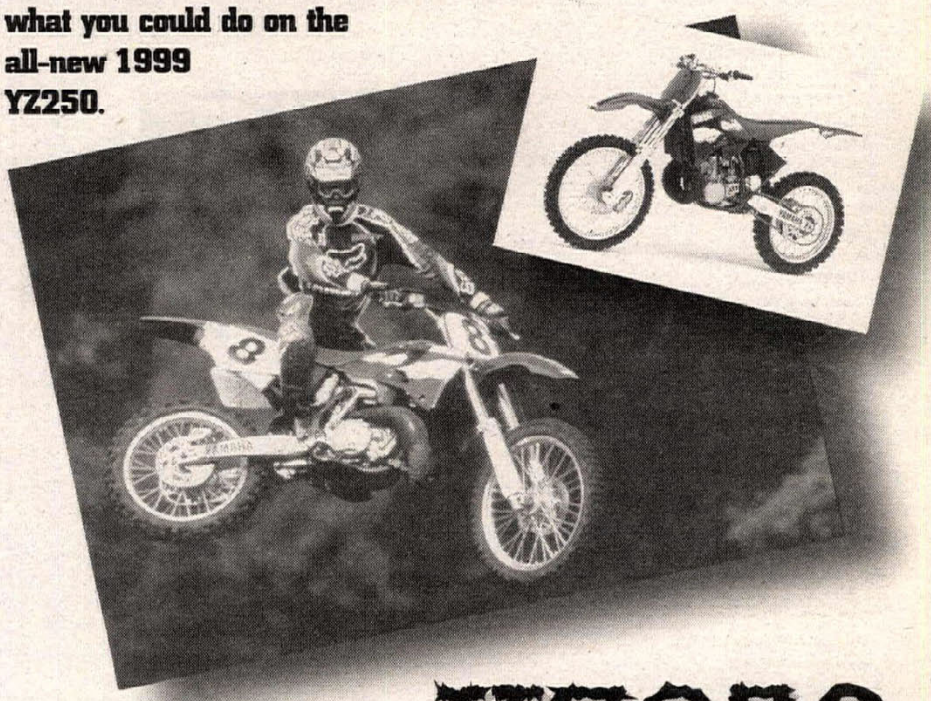


If there's a horse in our YZ stable that continues to be annoyingly (for the competition) bulletproof and flat-out head and bar clamps above its rivals, it's the YZ125™. Hands down. No contest. And if the YZ125's winning status weren't high enough praise, we've now got a pair of hat tricks under our saddle to the tune of three consecutive 125 West Regional Supercross titles and three straight "125 Bike of the Year" awards (MXA Magazine). Call us greedy, but we'd kind of like to make that four in a row. So we put a call into our factory think tank, and let's just say we've raised the bar—again. Intake and exhaust porting have been reshaped and resized, as have the YPVS powervalve seal and carburetor, all with the goal of delivering more mid-range grunt and enhanced high-rpm acceleration. Translation: An even broader powerband with on-tap, usable power across the rev range. And to go with that newfound might are the same chassis upgrades that made their way onto the YZ250: a new, lighter-weight swingarm, revamped fork and shock internals, all-new rear hub, Excel rims and Dunlop 739s. A stronger engine in a lighter, more responsive chassis. Told you we were serious about making that four in a row.

We were ecstatic when Jeremy McGrath won the '98 Supercross championship aboard his YZ250, so we got to thinking: We need to make a statement. And here it is: the newest, most-advanced, sharpest-edged YZ250™ to ever brandish the Yamaha name. We've retooled the engine from crankshaft to cylinder head, increasing the stroke to boost low- and mid-range power for instant, corner-exiting rip. We've also adopted a solenoid-activated Power Jet carburetor for quicker acceleration and a new three-valve Yamaha Power Valve System (YPVS) that puts the snap back into crackling-quick throttle response. And we've made sure that power gets to the ground effortlessly through a smoother, stronger clutch and new, more precise three-bar shifting assembly. Add to that a lighter, stronger swingarm, revamped fork and shock internals, a new rear hub, Excel rims, new Dunlop 739s and a slew of other refinements, and you'll begin to see how serious our intentions are for the new year. And to think that Supermac won the SX title on our, well, "old-generation" bike. Scary to imagine what you could do on the all-new 1999 YZ250.



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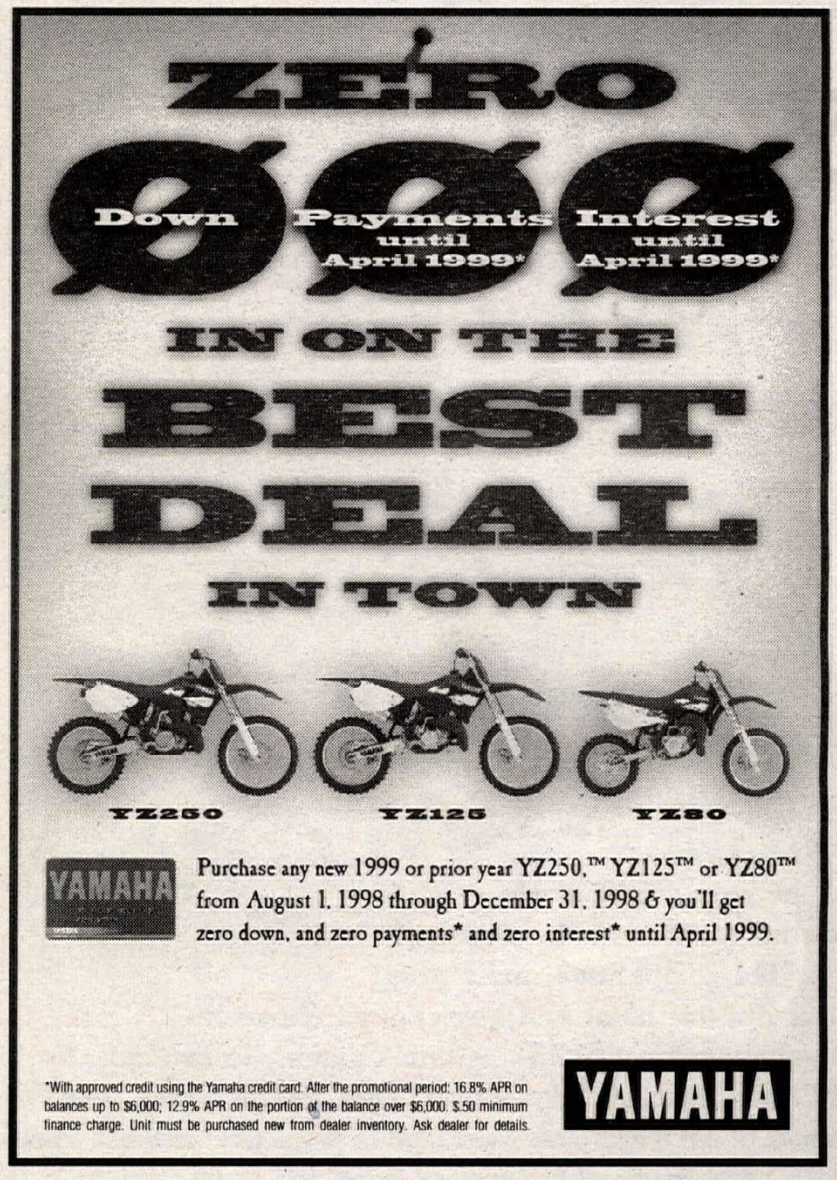

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YAMAHA

It started when Doug Henry delivered a crushing blow to the SX world two years ago by spanking the entire field aboard his factory YZM400 four-stroke at the '97 Supercross finale in Las Vegas. We couldn't have wished for a better showcase for the dominating, state-of-the-art technology found on what's now our production YZ400F™—a bike that pretty much swept 1998 Bike of the Year honors. With its ultra short-stroke, 5-valve, torque-packed powerplant, "works-style" KYB suspension and race-bred YZ chassis, there's simply no bike like it. Cycle News called it "one of the most exhilarating production race bikes on the planet," while Dirt Bike Magazine hailed Yamaha as having "raised motocross to a new level...in one fell swoop," dubbing the four-stroke "definitely the Bike of the Year, maybe the decade." Well, that hard-hitting, all-world package has just become even more potent, as the '99 YZ400F gets a newly redesigned, lightweight swingarm with an upgraded shock linkage ratio; lighter, stronger rear hub and Excel rims; new Dunlop 739s; and a larger rear brake disc. The good news? Enhanced handling and finer-tuned overall performance to make the "world's greatest four-stroke" that much more unstoppable.

This is where the YZ experience begins. And the moment you swing your leg over a YZ80™, you become part of a storied history. With a legacy lined with victories much like its legendary bigger YZ brethren, the YZ80 has made a habit of dominating pretty much everything that has anything to do with the mini class. And, of course, experts have been quick to chime in with their own praise, most recently crowning it the 1998 "80 of the Year" and "80cc Motocross Shootout" winner. Can't really say we're surprised, though. After all, from its torquey liquid-cooled 83cc single and smooth-shifting six-speed gearbox to its race-bred frame, ultra-strong brakes and fully adjustable suspension, the YZ80 is the mini-racer of choice for those serious abut winning. And if you're going to kick off your career aboard a YZ80, you better be prepared to start doing that a lot.

YZ80

Maximum mini.

There are few joys in life equal to the free-spirited thrill and experience of motorcycling. And that's why it's important for all of us to do our part as responsible riders. By following logical common-sense rules, we can maintain season after of season of unparalleled enjoyment of our sport. Always remember to review your Yamaha motorcycle Owner's manual and Tips Booklet before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. And always be sure your bike is in first-class condition before riding. Never ride a YZ on paved surfaces or public roads; never carry passengers; never engage in stunt riding and avoid excessive speed. Every motorcycle rider should be aware of the limits of his or her skills, experience and abilities and ride accordingly. Beginners should be extremely cautious and allow extra time and distance for maneuvering and braking. All riders should ride within the limits of their abilities, never beyond them. Do not drink and ride. It is illegal and dangerous. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-446-9227. The riders used during photography of this brochure are highly skilled, very talented professional racers. All of the action was shot on a closed course, and is not intended to be duplicated in any way. Specifications subject to change without notice. YZs come with a 30-Day Limited Factory Warranty. Limited warranty does not apply to units for racing. See your dealer for details.

80 EXTRA: 1. Brandon Nichols (Suz); 2. Dustin Pulley (Kaw); 3. James Lang (Hon); 4. Jeremy Karshner (Hon); 5. Alexander Rossi (Hon).

125 A: 1. Mark Burkhart (Hon); 2. Chuck Reed (Suz); 3. Brad Strunk (Suz); 4. Tommy Collier (Suz); 5. Josh Steel (Kaw).

125 B: 1. Jason McDonald (Suz); 2. Mike Campbell (Kaw); 3. Josh Woods (Kaw); 4. Steve Hensley (Hon); 5. Sam Yanitelli (Yam).

125 C: 1. Nicholas Wolfe (KTM); 2. Tony Taylor (Hon); 3. Timothy Davis (Hon); 4. Nate Larson (Kaw); 5. Robert McDaniel (Hon).

250 A: 1. Mark Burkhart (Yam); 2. Brad Strunk (Suz); 3. Tommy Collier (Suz); 4. Chuck Reed (Suz); 5. Josh Steel (Kaw).

250 B: 1. Josh Woods (Kaw); 2. Jason McDonald (Suz); 3. Mike Mercer (Suz); 4. Mike Campbell (Kaw); 5. Matt Waitman (Hon).

250 C: 1. Scott Generke (Suz); 2. Andrew Metzger (Kaw); 3. Timothy Davis (Kaw); 4. Brad Hollander (Kaw); 5. Jeff Chapman (Hon).

SCHBY: 1. Josh Hamilton (Suz); 2. Robert Turley (Suz); 3. Joe Snedegar (Suz); 4. Gavin Gracyk (Kaw); 5. Scott Craven (Yam).

16-24: 1. Sam Yanitelli (Yam); 2. Steven Richards (Kaw); 3. Mike Ivers (Yam); 4. Matt Waitman (Hon); 5. Joey Ballinger (Hon).

25+: 1. Mark Musselman (Hbg); 2. Mike Morgan (Kaw); 3. Chuck Reed (Suz); 4. Jon Schmitz (Suz); 5. Gregory Maddox (Yam).

30+: 1. Curtis Rehmert (Suz); 2. Marc Bauman (Kaw); 3. Terry Blankly (Hon); 4. Bob Heareth (Kaw); 5. Marty Berberich (Hon).

40+: 1. Ken Frankenberry (Kaw); 2. Terry Blake (KTM); 3. Eric Edington (KTM); 4. Jindrich Gref (Hon); 5. Douglas Vann (Suz).

OPEN B: 1. Justin Back (Suz); 2. Derrick Goldberg (Suz); 3. Ted Bair (Yam); 4. David Hughes (Hus); 5. Mitch Keller (Kaw).

Lampe red hot at Red Bud motocross

By Larry Witmer

BUCHANAN, MI, SEPT. 13

Kevin Lampe took his Thompson's Motor Sports/Stoughton's Cycle/Steve Kopetski-supported Honda to wins in both the 125cc and 250cc Expert divisions. Lampe did it with holeshots in all four motos, fending off a talented field of riders in both divisions.

The Indiana State Motocross event was attended by more than 700 riders, with qualifiers in the 125cc B and C divisions along with the 250cc C division. There were riders from all over the Midwest, making the competition and the racing very close due to the depth of talent in all the classes. Again, Red Bud had the track in excellent racing shape. This kept Tim Ritchie and his crew busy all day long.

Lampe ripped the opening holeshot in the 250cc Expert division, with David Gaylord on his Maple City Cycle in second and Barry Anglemyer third, while John Sier and Jay Wagner made the right-hand corner in fourth and fifth. Wagner was on the move on the opening lap, challenging Gaylord for second, but Wagner went down in the sand switchbacks, remounting in seventh. Gaylord was giving Lampe a run for it during the second lap, taking over the lead in the Valley Triples. Wagner had moved back through the pack to take over the third spot by the completion of the third lap.

John Baker made a top-five showing after a terrible start. Baker ended up sixth by the moto's end. Gaylord took the checkers for the first-moto win, with Lampe hot on the Kawasaki's rear fender. Wagner brought it home for third, with Rod Marshall in fourth, experiencing some reed-valve problems.

The second moto again saw Lampe rip the holeshot, with Gaylord second, Marshall third and Sier fourth. Gaylord challenged Lampe for the lead on the opening lap with an inside line over the famous Double Double Pipe Jump, but the front end of Gaylord's KX washed out just after touching down. It was a violent crash, and Gaylord was shaken. This gave Lampe a cushion, because the pack had to scramble to avoid the downed Gaylord.

At the end of the first lap, the running order was Lampe in first with a five-second lead over Marshall in second, followed by Sier in third, Baker in fourth and Wagner in fifth.

Wagner stuffed Baker for fourth on the second lap in a tight corner. John Sier was challenging Marshall for second on the third lap; then the Sier's Kawasaki was seen cartwheeling down the Monza wall downhill. Sier remounted on his Factory Connection/O'Neal/FMF/Thomas Kawasaki, but he was off the pace and tallied fifth.

Up front, Lampe cruised in for the win and the overall for the day.

Results

AUTO (4-6): 1. Dan Rocke (Cob); 2. Tyler Murray (Cob); 3. Jacob McCraner (Cob); 4. Richard Witzke (Cob); 5. Aaron Dabicci (Lem).

AUTO (7-8): 1. Tom Fisher (Cob); 2. Steve Squire (Cob); 3. Tony Jennings (Cob); 4. Cody Davis (Cob); 5. Brandon Rose (Cob).

AUTO (4-8): 1. Zachary Hays (Yam); 2. Jared Hays (Yam); 3. Matt Watson (Yam); 4. Dian Klinger (Yam); 5. Cody Dale (Yam).

WMN: 1. Jennifer Edwards (Suz); 2. Heather Zylstra (Hon); 3. Chelsey Larimore (Hon); 4. Coryn Rinker (Hon); 5. Jennifer Squire (Kaw).

60: 1. Adam Cole (Kaw); 2. Greg Ratliff (Kaw); 3. Brandon Ross (Kaw); 4. Shane Sewell (Kaw); 5. Larry Partin (Kaw).

80 (7-11): 1. Nicholas Adams (Kaw); 2. Shawn Clark (Suz); 3. Fred Karrie (Yam); 4. Robbie Conklin (Suz); 5. Jerry Lorenz (Yam).

80 (12-15): 1. Kory Warstler (Kaw); 2. Nick Vaughn (Kaw); 3. Brad Ripple (Suz); 4. Jerod Whipple (Hon); 5. Mitch Dervin (Yam).

80 C: 1. Matt Frederick (Hon); 2. Greg Ratliff (Suz); 3. Andy Sherwood (Kaw); 4. Cody Chmielelwski (Hon); 5. Steven Horton (Kaw).

Kevin Lampe (350) shoots through the pack to take the win at the Indiana State Motocross Championship in Buchanan, Michigan.

80 OPEN: 1. Nicholas Adams (Kaw); 2. Brad Ripple (Suz); 3. Shawn Clark (Suz); 4. Brian Shuiteman (Yam); 5. Tracy Sullivan (Hon).

125 (12-15): 1. Danny Beckett (Suz); 2. Jeremy Paster (Suz); 3. Aaron Yoder (Kaw); 4. Tony Milks (Hon); 5. Derrick DeWitt (Suz).

125 A: 1. Kevin Lampe (Kaw); 2. Jason Vienot (Yam); 3. Brad Lentz (Hon); 4. Ricky Alton (Kaw); 5. Carey West (Yam).

250 A: 1. Kevin Lampe (Kaw); 2. Rod Marshall (Suz); 3. Jay Wagner (Yam); 4. John Baker (Hon); 5. John Sier (Kaw).

250 B: 1. Jamie Beckett (Suz); 2. Keith Seeger (Hon); 3. Bob Richardson (Yam); 4. Frank Crowley (Kaw); 5. Trent Johnson (Yam).

NON-CUR: 1. Dannie Larder (Yam); 2. James Jorgenson (Hon); 3. Brian Woodbury (Suz); 4. Scott Warman (Kaw); 5. Konrad Johnson (Hon).

16-24: 1. Brad Lentz (Hon); 2. Jason Vienot (Yam); 3. Kyle McLeod (KTM); 4. Casey Wood (Yam); 5. Ricky Alton (Kaw).

25+ A: 1. Jay Wagner (Yam); 2. John Sier (Kaw); 3. Rod Marshall (Suz); 4. John Baker (Hon); 5. Scott Kirkpatrick (Hon).

25+ B: 1. Jerry Johnson (Kaw); 2. Glenn Reimer (Suz); 3. Brad Goins (Hon); 4. Dion Harnishfeger (Yam); 5. Ken Hemming (Hon).

30+ A: 1. Rod Marshall (Suz); 2. John Sier (Kaw); 3. Larry Witmer (Suz); 4. Scott Kirkpatrick (Hon); 5. Todd Flickenger (Kaw).

30+ B: 1. Gary Peak (Kaw); 2. Brad Goins (Hon); 3. John Rymer (Yam); 4. Tom Stankiewicz (Yam); 5. Jeff Mongan (Yam).

35+: 1. Rick Walsworth (Hus); 2. Steve Holland (Suz); 3. Ronnie Weatherholt (Kaw); 4. David Bowman (Yam); 5. Barry Buell (Kaw).

40+: 1. Larry Witmer (Suz); 2. Rick Walsworth (Hus); 3. Gary Peak (Kaw); 4. David Bowman (Yam); 5. Jim Falkenburg (Kaw).

Gibson, Tesh best at DBMX

By Susan S. Willian

LONDON, KY, SEPT. 6

Ohio's Jeff Gibson and North Carolina's Daniel Tesh secured double wins at the United States Mega Series race at Daniel Boone Motocross, as riders from 14 states converged on Kentucky's premier racing facility. Despite drought conditions in the state, the staff at DBMX had prepared the track with ample watering.

The 125cc A class saw Gibson shoot off the starting gate, chased by Ronnie Renner, Rodney Carrier and Jon Boruff. Gibson held his own until lap three, when he slid down in a corner and lost several positions as Boruff, who had worked his way to second, took the front spot. Gibson, back up and under way, picked off riders to pull up beside Boruff. The pair delighted the spectators as they rode in unison into the ski jump. Boruff came out with only a slight lead. By the next turn, Gibson regained the number-one position as Boruff tried to fight back. The final lap of action saw Gibson pull out some distance over Boruff. Gibson filed by the checkered in first, followed by Boruff, Renner and Jim Chester. Carrier fell back to a seventh-place finish.

The second moto of the 125cc A saw Gibson leading uncontested from start to finish. Renner held on to second until the final lap, when Chester made an aggressive move to pass Renner, taking second as Renner checked in at third.

In the first round of the 250cc A action, Gibson was the dominant force, as he had a huge first-place lead over Chester, who finished second. Boruff attempted to get by Chester but was unsuccessful, and he dropped to fifth at the finish line.

Gibson took charge of the second moto and didn't look back. Renner rode in second until the midpoint, when Boruff and Chester moved by as Renner dropped to fifth. Boruff turned the tables on Chester for the moto, outperforming Chester to take second, with Chester third.

In the 125cc B contest, Team Green's Josh Capps was the early leader around turn one in the first moto, followed by Prolong/F&S Suzuki's J.R. Carter and Timmy Milligan. Capps and Carter tangled for first, but Carter went down around the tower turn, dropping to fifth. Carter recovered to take the lead through the whoops as he and Capps went into the turn side by side, with Carter, on the inside, going down and dropping to eighth. Capps rode away in first as Daniel Tesh, who was in fifth at the start, had moved into second. Midway through the moto, Tesh started pushing Capps around the challenging course. Two laps before the checkered, Tesh made his move to get by Capps and go for first. Capps attempted to regain the first position but was unsuccessful, and Tesh clung to first, followed by Capps and Milligan, with Carter finishing seventh.

In the second moto, Carter came out on top of a crowded first-turn jumble and was chased by J.T. Smith, Tesh, Milligan and then Capps. Capps moved by Milligan early in the moto. Carter pulled away and out of the reach of his competitors, and he remained in first at the end of the moto. Meanwhile, Smith rode in second, while Tesh and Capps duked it out for third. The finish saw Tesh suffer his only loss of the day as he filed by in third, with Capps settling for fourth.

Results

50 BEG: 1. Clay Combs (Suz); 2. Dustin Woodruff (Yam); 3. Andrew Langworthy (Yam); 4. Clayton Rapp (Yam); 5. Trey Reece.

50 (4-6): 1. Preston Thomas (Cob); 2. McKinnon Welborn (Cob); 3. Dustin Chandler (Cob); 4. Robby Renner (Act); 5. Christopher Akaydin (KTM).

50 (7-8): 1. Zach Osborne (Cob); 2. Ricky Renner (Lem).

60 (7-9): 1. Ricky Renner (Kaw); 2. Zach Osborne (Kaw); 3. Justin Sipes (Kaw); 4. Justin Ashburn (Kaw); 5. Steven Houser (Kaw).

60 (10-11): 1. Philip Ivers (Kaw); 2. Matthew Smith (Kaw); 3. Matthew Townsend (Kaw); 4. Jerry Mashburn (Kaw); 5. Jonathan Staah (Kaw).

80 (12-13): 1. Ryan Sipes (Kaw); 2. Stephen Shoaf (Suz); 3. Willy Baker (Suz); 4. T.J. Blake (Kaw); 5. Brandon Durbeck (Yam).

80 (14-15): 1. Justin Jones (Yam); 2. Robbie Gray (Suz); 3. Leslie Barrett (Kaw); 4. Joshua Wyatt (Yam).

80 D: 1. Brandon Bekher (Suz); 2. Scott Hagans (Yam); 3. Herbie Adams (Kaw); 4. Matt Temple (Hon); 5. Tyler Hall (Suz).

JR MINI: 1. Joshua Davis (Kaw); 2. Chase Whitten (Kaw); 3. Alex Hunter (Yam); 4. Jerry Westerkamp (Kaw); 5. Justin Sipes (Kaw).

S/MINI: 1. Ryan Sipes (Kaw); 2. Justin Jones (Yam); 3. Robbie Gray (Suz); 4. Stephen Shoaf (Suz); 5. Joshua Davis (Kaw).

125 A: 1. Jeff Gibson (Kaw); 2. Jim Chester (Suz); 3. Ronnie Renner (Yam); 4. Jon Boruff (Suz); 5. Rodney Carrier (Suz).

125 B: 1. Daniel Tesh (Suz); 2. Josh Capps (Kaw); 3. J.R. Carter (Suz); 4. Timmy Milligan (Suz); 5. Casey Barnes (Suz).

125 C: 1. Nick Wolfe (KTM); 2. Donnie Adams (Kaw); 3. Danny Sadler (Suz); 4. Matt Blevins (Suz); 5. Michael Campbell (Hon).

125 D: 1. Jonathan River (Yam); 2. Michael Branhan (Kaw); 3. Robby Davis (Yam); 4. Noah Spencer (Suz); 5. Jason Hale (Suz).

250 A: 1. Jeff Gibson (Kaw); 2. Jim Chester (Suz); 3. Jon Boruff (Suz); 4. Hans Neel (Hon); 5. Ronnie Renner (Yam).

250 B: 1. Daniel Tesh (Suz); 2. Josh Capps (Kaw); 3. Joseph Prether (KTM); 4. Kevin Blalock (Suz); 5. Kevin Black (Kaw).

250 C: 1. Evan Owenly (Suz); 2. Bobby Sanders (Suz); 3. Michael Robinson (Kaw); 4. Kyle Shoun (Hon); 5. Chad Yates (Yam).

250 D: 1. Michael Rader (Kaw); 2. Tim Ripberger (Kaw); 3. Todd King (Yam); 4. Bill Seward (Yam); 5. Kenny Methard (Suz).

U/L: 1. Daniel Tesh (Suz); 2. J.T. Smith (Hon); 3. Timmy Milligan (Suz); 4. Wesley McCoy (Suz); 5. Allen Booher (Hon).

U/L C/D: 1. Donnie Adams (Kaw); 2. Jacob Saylor (Kaw); 3. Jason Marsh (Hon); 4. Joshua Benfield (Kaw); 5. Chad Yates (Yam).

SCHBY: 1. J.R. Carter (Suz); 2. Doug Earls (Suz); 3. Adam Overcash (Suz); 4. Casey Barnes (Suz); 5. Dustin Walker (Yam).

25+ A: 1. Jim Chester (Suz); 2. Rodney Carrier (KTM); 3. Richard Prether (KTM); 4. Daniel Nelson (Hon); 5. Robert Goldson (Hon).

25+ B: 1. Kevin Blalock (Suz); 2. Larry Sparks (Suz); 3. Albert McCoy (Suz); 4. Charles York (Suz); 5. Dave Horn (Suz).

25+ C: 1. Bobby Sanders (Suz); 2. Craig Greer (Suz); 3. Merrill Boyle (Hon); 4. Jeff Duncan (Kaw); 5. Sam King (Yam).

30+ A: 1. Rodney Carrier (KTM); 2. Joel Nicky Baker (Suz); 3. Jere Pope (Kaw); 4. Robert Thanas (Kaw); 5. Richard Robinson (Hon).

30+ B: 1. Jeffrey Dodgen (Yam); 2. Albert McCoy (Suz); 3. Larry Sparks (Suz); 4. Charles York (Suz); 5. Eddie O'Banion (Yam).

30+ C: 1. Craig Greer (Suz); 2. Jeff Duncan (Kaw); 3. Jonathan Langworthy (Yam); 4. Sam King (Yam); 5. Donny Kaelin (Hon).

35+: 1. Jeffrey Dodgen (Yam); 2. Jere Pope (Kaw); 3. Mark Guy (Yam); 4. Joel Nicky Baker (Suz); 5. David Farris (KTM).

40+: 1. Terry Blake (KTM); 2. Johnny Gibson; 3. Gene Campbell; 4. Michael Robinson; 5. James Green.

48+: 1. John Gibson (Suz); 2. Ted Shortridge (Suz).

4-STRK: 1. Chad Viers (Yam).

Morrison takes bite out of Landshark HS

By Heather Greer

PULASKI, VA, SEPT. 6

The Landshark 100 is a race famous in the Tucker Rocky/Bell/Havoline-sponsored Virginia Championship Hare Scrambles Series for its tire-eating rocks and hills, which make even the most seasoned riders experience dizzying spells of vertigo. Blinding dust - the result of weeks without rain - reduced visibility on the trail and added an extra element of toughness to this mountain race.

"You could see where the fast fire road was up on the ridge by the cloud of dust that extended way above the trees," commented one spectator.

However, the dust, heat and rocks did not intimidate the more than 100 riders from signing up for the challenge of four laps on the 8-mile track.

Casey Cycle City/Chick-fil-A/Regina-sponsored George Greer charged off of the start to take the early lead. Greer overshot a turn in a fast road section, which opened up the opportunity for Motor Imports/Answer/Scott-sponsored Daniel Morrison's Kawasaki and FMF/White Brothers/Maire-sponsored Kawasaki rider Steve Edmondson to slide by him. Next, Edmondson muscled by Morrison on an outside line and completed the first lap with a one-minute lead. Edmondson added more minutes to his lead until his air filter fell victim to the incessant dust in the third lap. As Morrison took the lead, Edmondson stopped at his trailer to change the filter. Having recovered, Edmondson fell in directly behind Morrison - until a flat tire compromised his pace, and he had to settle for the AA-class win, with Morrison taking the overall. Greer sliced through the dust to take second place at the finish barrels.

The 200cc A class was, for the second week in a row, a tight contest between the Casey Cycle City/Paint By Paul/Worms Racing Engines-backed Kawasaki of Andrew Williams and the Kawasaki of Dean Ingram. Williams took the holeshot into the woods, with Ingram right on his back tire. This pace continued for the first lap, with Ingram taking the lead going into the second lap. With Ingram taking gas at the beginning of the white-flag lap, Williams seized the lead again. With the finish in sight and Williams fighting a flat rear tire, Ingram was once again knocking on Williams' back door. Going through the final turn, Williams won the drag race to the barrels to complete one of the most exciting races of the day. Atlas Honda rider Tommy Reynolds rode consistently into third.

Former series Grand Champion R.J. Faddis put in a spectacular ride on his KTM in the Vet A class. Faddis came into the barrels on the first lap with more than a minute lead ahead of Mark IV Honda-sponsored Montie Orr. With Faddis extending his lead by minutes, Orr defended second place from the Motor Imports/Answer/Scott-backed Kawasaki of Danny Morrison, who was within seconds of Orr's back fender in the third lap. Orr succeeded in holding off Morrison to come in second, with Morrison finishing third.

Most riders found the dusty, hot conditions to be almost too much, but the first thing Jimmy Cycle Sales-sponsored Larry Trent had to say after the race was, "I love this race!" It would appear so, as Trent's Honda carved out close to a five-minute lead over second-place finisher Jeff Solinger in the Four-Stroke class.

The start of the mini class was a live-engine start, with the riders placing their clutch hand on top of their helmets. Jason Huffman had the fastest reaction time and took the holeshot on his Jimmy Cycle Sales-backed Honda. The Casey Cycle City-sponsored Kawasaki of Jason Bailey carved through the field to move from a sixth-place start to a first-place win. Huffman held on to second place, while Bryan Happle put his Yamaha in third spot.

The Women's start was the same type as the Mini's. Casey Cycle City/Chick-fil-A/Silkolene-sponsored Honda rider Heather Greer grabbed the holeshot, with Motor Imports/Answer/Scott Kawasaki rider Jessica Morrison in hot pursuit for the first three laps. Morrison stayed glued to Greer's rear fender and made the winning pass just before the finish barrels. Suzuki rider Elissa Morton persevered to take third place, while Kay Edmondson came in fourth on her Honda.

Results

O/A: Daniel Morrison (Kaw)

AA: 1. Stephen Edmondson (Kaw); 2. George Greer (Hon); 3. Tommy Handy (Kaw).

200 A: 1. Andrew Williams (Kaw); 2. Dean Ingram (Kaw); 3. Tommy Reynolds (Hon); 4. Chad Parker (Kaw).

250 A: 1. Timmy Mitchell (Suz); 2. Glen Holcomb (Yam); 3. David Ashley (Hon); 4. Travis Williford (Suz); 5. Jon Geiman (Kaw).

VET A: 1. R.J. Faddis (KTM); 2. Montie Orr (Hon); 3. Danny Morrison (Kaw); 4. Darryl Campbell (KTM); 5. Ricky Huffman (Kaw).

200 B: 1. Brian Morgan (KTM); 2. Mike Bouma (Yam); 3. Dustin Staton (Yam); 4. Chris Kite (Kaw); 5. Warren Stimpson (KTM).

250 B: 1. Johnny Woods (Hon); 2. Mitchell Walsh (Kaw); 3. Jason Balonis (Hon); 4. Mike Mayo (Yam); 5. Warren Hill (Yam).

VET B: 1. Craig Randle (Yam); 2. Mike Bakken (Kaw); 3. Andy Phillips (Hon); 4. Gary Woods (Suz); 5. Mike Day (Hon).

4-STRK: 1. Larry Trent (Hon); 2. Jeff Solinger (Hon); 3. Richard Henry (Hon); 4. Simon Wilson (Hon); 5. Donald Osborne (Hon).

SR: 1. Robert Jones (KTM); 2. Larry Adams (Hus); 3. Bob Wick (Suz); 4. B.R. Lundsford (Kaw); 5. Steve Edmondson (Kaw).

200 C: 1. Michael Keesee (Yam); 2. Keith McQuiddy (Kaw); 3. Eric Newcomb (Kaw); 4. Timothy Morton (Suz); 5. Wesley Bonafe (Hon).

250 C: 1. Jeff Allgood (Hon); 2. Joe Asbury (Suz); 3. John Becker (Yam); 4. Rick Woods (Kaw).

MINI: 1. Jason Bailey (Kaw); 2. Jason Huffman (Yam); 3. Bryan Happle (Yam); 4. Michael Sharp (Kaw); 5. Daniel Parker (Hon).

WMN: 1. Jessica Morrison (Kaw); 2. Heather Greer (Hon); 3. Elissa Morton (Suz); 4. Kay Edmondson (Hon).

Prieto breaks his own record at Moroso Motorsports Park

By Lisa Theobald

WEST PALM BEACH, FL, AUG. 23

Last month, Shane Prieto set a record at Moroso Motorsports Park with 10 Shootout victories in a row. This month, he broke that record with the completion of his 11th consecutive win at the CCS Florida Region. He was gridded on the third row and got stuck in traffic at the start. He was forced to take a wide line through turn two, but he turned on the afterburners of the Blais Cycle Kawasaki 900 and immediately pushed his machine into third place. Greg Esser was gridded on row five, and by the end of the first lap he had moved his Honda 250 into second place - a position he would hold for the remainder of the race. Prieto picked his way through traffic and by the end of the second lap he had claimed the lead. He was followed by Esser and Pat Weekley, and by the halfway mark he began to pull away from the rest of the field.

There was a battle raging behind Prieto for third place as Colin Gilbert worked his way up from a start of almost dead last (sixth row on the grid) on his Yamaha 250. He was all over Weekley and his GSXR750. In the final lap of the race, Gilbert made his move on Weekley and charged through the checkered flag for a third-place finish.

Prieto finished in first place in all three of the events he entered: the GT1, Unlimited Superbike and Unlimited Grand Prix. In both the GT1 and Unlimited Superbike races, he gained an early lead and immediately started to put some distance between himself and the rest of the riders. He methodically stepped away from the pack to claim his victories with a wide margin of distance between himself and second place in each event. He is sponsored by Custom Glass, Blais Cycles and EFX Graphics.

Esser took home a first-place trophy for one of the day's most exciting events, the GT2. He was gridded on the third row and chased the tightly packed front-runners - Joseph Fletcher, Manny Manusuthakis and Daniel Urbina. By the fourth lap of the race, Esser had slid into third place. Then it started to rain - just enough to slow down the pace and send rooster tails flying behind every bike. The rain lasted just long enough to leave the track's surface wet, and slick enough to wreak havoc during this event. Urbina had claimed the coveted lead position by pulling some late-braking maneuvers coming off the back straight, and Manusuthakis dropped back to midpack. But the new leader lost his front end and crashed out of the race when he went down in turn nine. Fletcher regained the lead, but only for another lap - before he crashed out of the race in turn nine also. With the loss of the race leaders, the battle for first place was over and Esser moved up to finish the race in the lead.

Gilbert finished first in the Lightweight Grand Prix event after taking the lead from Christopher Boy during the first lap of the race. Gilbert finished the race with about a five-second lead over Boy in an event that saw riders crossing the start/finish line in single file. Gilbert is sponsored by Team Gilbert Racing, Dunlop, Riva Yamaha and Syed.

Results

EX GT1: 1. Shane Prieto (Kaw); 2. Thomas Pfuner (Kaw); 3. Per Hogdahl (Suz); 4. Joseph Lechman (Kaw); 5. Marco Martinez (Kaw).

AM GT1: 1. John Bowman (Hon); 2. Mauro Cereda (Suz); 3. John McElreath (Suz); 4. Josef Buxton (Suz); 5. Irene Berkson (Yam).

EX GT3: 1. Christopher Boy (Duc); 2. Dominic Aubry (Hon); 3. Sherry Dowling (Kaw); 4. Steve Wenner (Hon); 5. Michael Morella (Hon).

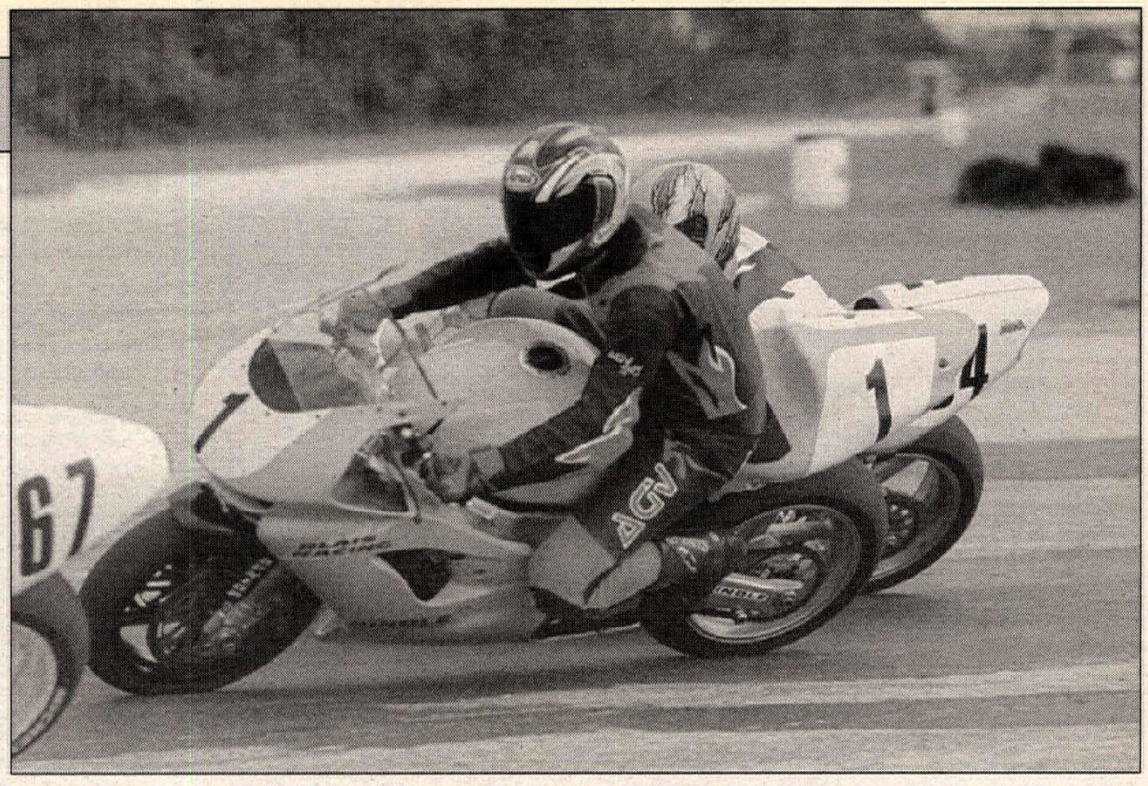
AM GT3: 1. Chuck Wolfe (Hon); 2. Josef Buxton (Hon); 3. Chris Wallington (Hon); 4. Kelly Hays (Yam); 5. C.J. Czaia (Yam).

EX GT2: 1. Greg Esser (Hon); 2. John Pugliese (Suz); 3. Bobby Ludlum (Hon); 4. Geoffrey Maloney (Hon); 5. Emanuel Manusuthakis (Kaw).

AM GT2: 1. John Bowman (Hon); 2. Ken Stafford (Hon); 3. Joe Piana (Kaw); 4. Pierre Khawky (Suz); 5. Angel Perdomo (Kaw).

EX U/L S/BK: 1. Shane Prieto (Kaw); 2. Rick Narup (Kaw); 3. Thomas Hutchins (Yam); 4. Per Hogdahl (Suz); 5. Thomas Pfuner (Kaw).

EX L/W SPTSMN: 1. Christopher Boy (Duc); 2. Sherry Dowling (Kaw); 3. Tod Roman (Yam); 4. Chuck Menotte (Yam); 5. George Garvin III (Kaw).



Shane Prieto (1) won three classes at Moroso Motorsports Park in West Palm Beach, Florida.

AM L/W SPTSMN: 1. James Melvin Sr. (Kaw); 2. Rick Goldstein (Hon); 3. Jerome Welch (Kaw); 4. Beacham Owen (Kaw); 5. Arthur Radford (MZ).

AM GP SGL: 1. Manuel Zambrang (Hon); 2. David Voellinger (Hon); 3. Chris Wallington (Hon).

EX L/W VINT: 1. John Long (Duc); 2. Matt Hinkson (Yam); 3. Thomas Kerr Sr. (BSA); 4. Richard Herrington (Hon); 5. David Bilodeau (Hon).

EX U/L SPT/BK: 1. Thomas Hutchins (Yam); 2. Per Hogdahl (Suz); 3. Joseph Lechman (Kaw); 4. Patrick Weekley (Suz); 5. Chad Simons (Suz).

EX M/W SPT/BK: 1. Emanuel Manusuthakis (Kaw); 2. John Pugliese (Suz); 3. Todd Troxell (Suz); 4. Leo Venega (Suz); 5. Erick Maillard (Suz).

EX M/W SPT/BK: 1. John Bowman (Hon); 2. Frankie Neyra (Suz); 3. Ed Schiller (Hon); 4. Vincent De Vita (Suz); 5. Pierre Khawky (Suz).

EX L/W GP: 1. Colin Gilbert (Yam); 2. Christopher Boy (Duc); 3. Hector Franco (Hon); 4. Thomas Lombardo (Yam); 5. Tony Zash (Hon).

AM L/W GP: 1. Robert Brooks (Yam); 2. Manuel Zambrang (Hon); 3. Tim Hall (Hon); 4. Roberto Torres II (Hon); 5. Kimberly Ahlum (Duc).

EX H/W SPT/BK: 1. Jamie Bowman (Suz); 2. Patrick Weekley (Suz); 3. Jimmy Shelton (Suz); 4. Brett Ray (Suz); 5. Chad Simons (Suz).

AM H/W SPT/BK: 1. John Bowman (Hon); 2. Mauro Cereda (Suz); 3. Pierre Khawky (Suz); 4. John McElreath (Suz); 5. Ed Schiller (Hon).

EX S/TW: 1. Douglas Gross (Duc); 2. William Savain (Suz); 3. Edward Henriquez (Duc); 4. James Swegheimer (Bue); 5. John Costa (Bue).

AM S/TW: 1. Fahed Esper (Suz); 2. Giancarlo Battaglini (Duc); 3. Damon Patton (Bue); 4. Kimberly Ahlum (Duc); 5. Drew Peterson (H-D).

EX H/W VINT: 1. John Long (Tri); 2. Matt Hinkson (Yam); 3. Richard Herrington (Hon).

EX L/W S/BK: 1. Christopher Boy (Duc); 2. Neville Hall-Reace (Duc); 3. Dominic Aubry (Hon); 4. Mike Strickland (Yam); 5. Gerald Young III (Hon).

AM L/W S/BK: 1. Kelly Hays (Yam); 2. Josef Buxton (Hon); 3. Steven Johnston (Hon); 4. James Melvin Sr. (Kaw); 5. Arthur Radford (MZ).

EX M/W S/BK: 1. Emanuel Manusuthakis (Kaw); 2. Joseph Fletcher (Suz); 3. Erick Maillard (Suz); 4. Leo Venega (Suz); 5. John Pugliese (Suz).

AM M/W S/BK: 1. John Bowman (Hon); 2. Ken Stafford (Hon); 3. Frankie Neyra (Suz); 4. Pierre Khawky (Suz); 5. Moises Vargas (Hon).

EX H/W SPTSMN: 1. Christopher Boy (Duc); 2. James Swegheimer (Bue); 3. Neville Hall-Reace (Duc); 4. George Garvin III (Kaw).

AM H/W SPTSMN: 1. Drew Peterson (H-D); 2. Giancarlo Battaglini (Duc); 3. Richard Herrington (Duc); 4. Damon Patton (Bue).

EX L/W SPT/BK: 1. Dominic Aubry (Suz).

AM L/W SPT/BK: 1. Chuck Wolfe (Hon); 2. Norman England (Yam); 3. Kelly Hays (Yam); 4. Steven Johnston (Hon); 5. C.J. Czaia (Yam).

EX H/W S/BK: 1. Per Hogdahl (Suz); 2. Patrick Weekley (Suz); 3. Chad Simons (Suz); 4. Geoffrey Maloney (Hon); 5. Douglas Gross (Duc).

AM H/W S/BK: 1. John Bowman (Hon); 2. Ken Stafford (Hon); 3. Mauro Cereda (Suz); 4. Matthew Griffin (Suz); 5. Tim Hall (Suz).

EX SR SPT/BK: 1. Jimmy Shelton (Suz); 2. Steve Guanche (Suz); 3. Michael Lehning (Suz); 4. Jack Gray (Suz); 5. Clive Hiscock (Suz).

AM SR SPT/BK: 1. Jim Holloway (Suz); 2. Thomas Cassarino (Suz); 3. Joseph Bennardi (Suz).

EX M/W GP: 1. Emanuel Manusuthakis (Kaw); 2. Joseph Fletcher (Suz); 3. Geoffrey Maloney (Hon); 4. Jim Randolph (Hon); 5. John Pugliese (Suz).

AM M/W GP: 1. John Bowman (Hon); 2. Frankie Neyra (Suz); 3. Moises Vargas (Hon); 4. Angel Perdomo (Kaw); 5. Matthew Kronvold (Kaw).

EX U/L GP: 1. Shane Prieto (Kaw); 2. Greg Esser (Hon); 3. Colin Gilbert (Yam); 4. Patrick Weekley (Suz); 5. Brett Ray (Suz).

Plotts, Ginolfi fast at Pennsylvania State C'ship MX

By Jim Sanderson

CLIFFORD, PA, SEPT. 13

Damien Plotts and David Ginolfi were declared Pennsylvania State Champions in the 125cc Expert and 125cc Amateur classes, respectively, at the 16th annual Tony D. Motocross School's Pennsylvania State Championship, held at the Hurricane Hills Sports Center.

Mike Finnerty got things going by absconding with the holeshot in the first 125cc Expert-class moto. Trailing Finnerty through the first turn were Mike Dougherty, Plotts and Scott Rockwell. Dougherty had the lead by the halfway mark of the first lap. Finnerty dropped to second, Ty Wallace moved up to third, Rockwell held fourth and Jason Kear rounded out the top five. Wallace passed Finnerty for second and Plotts bumped Kear from the top five near the end of lap one. Wallace got by Dougherty for the lead at the start of lap two. The top five were now Wallace, Dougherty, Finnerty, Rockwell and Plotts. Plotts and Rockwell began battling for fourth as they took off side by side over the massive Hurricane step-up and stayed side by side over the following double and the downhill straight, where Plotts finally took fourth. Dougherty crashed and remounted in sixth. By the end of lap two, Wallace remained out front while Plotts had worked his way up to second; Finnerty held third; Chris Hunter claimed fourth and Dougherty fifth. Moto one finished with Wallace first, followed by Plotts, Finnerty, Hunter and Dougherty.

Plotts grabbed the holeshot in the second moto and never looked back. Trailing him were Wallace, Finnerty, Rockwell and Mark Wundrack. Mark Hopkins passed Wundrack for fifth just before the small step-up double in the back of the racecourse. Wallace's front tire washed out on the small step-up double takeoff and he went down, but he quickly remounted, managing to keep the number-two spot. Plotts was gone by lap three with a 13-second lead. Hunter got by Hopkins for fifth just before the finish line and the end of the moto. Plotts took the win, Wallace second, Finnerty third, Rockwell fourth and Hunter fifth.

Jeremy Cook took holeshot honors in the first 125cc Amateur moto. Glen Boyesen, Ginolfi, Ken Rand and Scott Smith rounded out the top five through the first turn. At the end of the whoop section, Cook remained out front, but Ginolfi had second, Boyesen had dropped to third, Jason Fedo had moved up to fourth and Rand had dropped to fifth. Near the end of lap one, Cook was out front by five seconds. Fedo got around Boyesen for third. By the end of the moto, Cook's lead was more than 10 seconds. Boyesen crashed on the last lap and dropped back to seventh. This one went in the books with the finishing order Cook, Ginolfi, Fedo, Rand and Jordan Jackson.

Jeff Paul hammered the holeshot in the second moto but quickly gave up the lead to Ginolfi. When the leaders reached the halfway mark of lap one, Ginolfi was out front, followed by Rand, Cook, Frank Pasquale and Jason Lewis. Fedo, running in sixth, began pressuring Lewis for fifth. The two were side by side going down the long straight on the tree line at the back of the course. Trying to hold Fedo off, Lewis carried too much speed into the turn, overshot the berm and went off the track; Fedo took fifth. On lap two, Ginolfi still held the lead while Cook got around Rand for second, dropping him to third; Pasquale held fourth and Fedo fifth. Fedo got around Pasquale for fourth at the end of lap two. Near the end of the moto, Rand and Pasquale dropped out of the top five. Moto two finished with Ginolfi as the winner, followed by Cook, Paul, Fedo and Steven Cunningham.

Results

P/W: 1. Nicholas Luu (Yam); 2. Chris Brockway (Yam); 3. Justin Maylath (Yam); 4. John Heller (Yam); 5. Jon Daniels (Yam).

50 (4-6): 1. Mike Meiterman (Cob); 2. Derek Prelde (Cob); 3. Garret Toth (Cob); 4. Nicholas McPhee (Cob); 5. Anthony Peregrin (Cob).

50 (7-8): 1. Sean Hackley (Cob); 2. Mike Stryker (Cob); 3. Lowell Spangler (Cob); 4. Garret Wilson (Cob); 5. Zachary Whitmore (Cob).

65 (10-11): 1. Mitch Dougherty (Kaw); 2. Jay Weller (Kaw); 3. Stephen Corazzi (Kaw); 4. Mike Tippin (Kaw); 5. Sean Wallace (Kaw).

65 (7-9): 1. Mike Gesso (Kaw); 2. Philip Nicoletti (Kaw); 3. Robert Garthe (Kaw); 4. Matt Hougentogler (Kaw); 5. Willy Toth (KTM).

85 (7-11): 1. Mitch Dougherty (Kaw); 2. Jay Weller (Kaw); 3. Philip Nicoletti (Kaw); 4. Mike Gesso (Suz); 5. Stephen Hunter (Suz).

85 (12-13): 1. James McNeil (Suz); 2. Jesse Cilbrith (Kaw); 3. Tim Brockway (Kaw); 4. Justin Jackson (Hon); 5. Jeremy Barcik (Suz).

85 (14-15): 1. Charles Ellis (Kaw); 2. Tony Zenzillo (Kaw); 3. R.J. Berganino (Kaw); 4. Bobby Leizear (Hon); 5. Joe Gray (Hon).

80 S/MINI: 1. James McNeil (Hon); 2. Bob Kiniry (Kaw); 3. Mike Leavitt (Kaw); 4. Jesse Cilbrith (Kaw); 5. Tim Brockway (Kaw).

125 SCHBY: 1. Jeremy Cook (Kaw); 2. David Ginolfi (Kaw); 3. Glen Boyesen (Yam); 4. Ken Rand (Yam); 5. Mike Leavitt (Kaw).

CLGBY: 1. Dion Primiani (Hon); 2. Mark Hopkins (Yam); 3. Jed Schappert (Yam); 4. Brian Simicsak (Kaw); 5. Richard Heverly (Yam).

125 NOV: 1. Marshall McFarlan (Kaw); 2. Jeremy Rosenkrans (Kaw); 3. Jarred Kimble (Hon); 4. Ed Hayter (Yam); 5. Danny Boccadori (Suz).

125 AM: 1. David Ginolfi (Kaw); 2. Jeremy Cook (Kaw); 3. Jason Fedo (Yam); 4. Ken Rand (Yam); 5. Steven Cunningham (Hon).

125 EX: 1. Damien Plotts (KTM); 2. Ty Wallace (Yam); 3. Mike Finnerty (Hon); 4. Chris Hunter (Hon); 5. Mike Dougherty (Yam).

250 NOV: 1. Kevin Wolf (Kaw); 2. Jason Babernitch (Yam); 3. Gerry Powless (Kaw); 4. Carmen Cordero (Hon); 5. Derek Opferbeck (Kaw).

250 AM: 1. Joe Dellaversano (Hon); 2. Heath Wadhams (Kaw); 3. Richard Heverlty (Yam); 4. Scott Smith (Kaw); 5. Brian Simicsak (Kaw).

250 OPEN EX: 1. Ty Wallace (Yam); 2. Chris Hunter (Hon); 3. Jerry Seip (Kaw); 4.Casey Higgins (Yam); 5. Billy Delanzo (Yam).

25+ AM: 1. Jason Lewis (Kaw); 2. Eric Eisenfelder (Suz); 3. T.J. Chicoski (Kaw); 4. Bill Wrede (Kaw); 5. Gary Bower (Hon).

25+ EX: 1. Ty Wallace (Yam); 2. Jerry Seip (Kaw); 3. Stephen Desiderio (Suz); 4. Mike Finnerty (Hon); 5. Eric Swartwood (Yam).

30+ NOV: 1. Kim Kline (Hon); 2. Damon Baehrel (KTM); 3. Derek Opferbeck (KTM); 4. Rob Lorini (Yam); 5. Marty Weaver (Suz).

30+ AM: 1. Eric Eisenfelder (Kaw); 2. Randy Gardner (Kaw); 3. Bill Wrede (Kaw); 4. Keith Crothers (Hon); 5. Lance Rowland (KTM).

30+ EX: 1. Jerry Seip (Kaw); 2. James Fisher (KTM); 3. William Cheny (Yam); 4. Keith Hawkins (Yam).

SR: 1. James Fischer (KTM); 2. Gary Strousser (KTM); 3. Kim Kline (Hon); 4. Gilbert Coleman (Suz); 5. Carl Neidlinger (Yam).

Baers claw to four wins at Shippensburg ST finale

By Len and Ben Breech

SHIPPENSBURG, PA, SEPT. 6

Members of the Baer racing clan left Shippensburg Speedway with four wins. The Baer Racing-promoted/ABBA Heating and A/C Services-sponsored event closed out the season with its second annual Sunday night short track. Taking his first win of the season was Dallas Baer in the Over 30 class, while his nephews Shawn and Evan took what has become their usual wins in the 85cc contest and 50cc Oil-Injected and 50cc (4-6) classes, respectively. Double winners included Bob Sweeten in the Over 40 and 250cc A classes, and Nick Taylor in the 500cc Two-Valve and 750cc A classes. Ricky Winsett took the 600cc A win.

In the amateur ranks, the biggest win was earned by Mike Brabson, who took full advantage of the situation when his stepfather, Bruce Miller, and Jared Mees were sent to the penalty line, and Brabson took the 250cc B win. A revived Jeff Haldeman rocketed to the 50cc (7-8) win, while another easy 65cc win was turned in by John Lewis. Chris Klinefelter regained his winning form in the 125cc B final, as did Joey Tyeryar in the 600cc B.

Dallas' win was fairly easy as he grabbed the lead from Ed Hyde, John Davis and Peter Knick. As the riders started to space themselves out, the only move was made by Nick Taylor, who moved into fourth after the first lap and into third after lap two.

Evan's Oil-Injected-class win was typical, as he took the lead by the end of the first lap and checked out. In the 50cc (4-6) division, he battled Bobby Weir through the middle of the race and then took the lead on the fifth lap. Shawn's win was also typical, in that Zach Calcutt took the lead from Baer, John Lewis and Travis Sennett. This time, Baer took the lead at the end of the first lap and pulled away. Lewis started challenging Calcutt and took second on the sixth lap when Calcutt drifted a little high in the first turn, but he dropped out on the following lap.

Sweeten easily took the Over 40 final, taking the lead from Bruce Miller at the end of the first lap and just continuing to pull away. In the 250cc A contest, he took the lead from Dave Smith, Georgie Price and Damian Kocovinos. Price took second as they started the second lap and stayed close to his uncle, but not close enough to try any "nudging."

Dave Jacobus wheelies en route to the Over 50 Expert-class win at the Glen Helen SRA GP in San Bernardino, California.

Jacobus jams at Glen Helen GP

By Dave Dain

SAN BERNARDINO, CA, AUG. 30

Dave Jacobus weathered the parching triple-digit temperatures to take the overall win in the Over 50 Expert class at Southland Racing Association's Glen Helen Gran Prix.

Honda-mounted Jacobus beat the rest of the field to the first turn to grab the holeshot. Norm Gaiger followed in second, with Steve Bussel, Gary Cogdill and Dennis Patterson rounding out the top five. Coming down Animal Leap, Jacobus held the lead, followed by Kawasaki-mounted Larry Owens, who was able to pick up four positions after a sixth-place start. Bussel dropped to third, with Codgill following closely in fourth.

Coming off the vintage track, Jacobus was still in control, followed by a charging Bussel, who was able to move back into second in the canyon. Earl Shuler followed in a distant third and Gaiger was fourth, with Owens dropping to fifth. Jacobus held the top spot coming over Sky Jump, with Bussel closing to within five bike lengths. Bussel would lose momentum in the deeply rutted 180-degree left-hander entering Bud's Creek, allowing Jacobus to triple his lead as he headed back into the canyon.

The top two positions remained the same as the riders reappeared on the motocross track. Jacobus was in control, with Honda-mounted Bussel closing back up to within two seconds.

Jacobus maintained his two-second margin over Bussel as they came to the entrance of Bud's Creek. Bussel would struggle in the same corner, allowing Jacobus to stretch his lead to five seconds. Owens was able to pass both Shuler and Gaiger on the vintage track to move into third. Gaiger passed Shuler for fourth on the straightaway heading toward the tower.

Jacobus was able to maintain his five-second lead over Bussel as the duo came out of the canyon. For all intents and purposes, the race for the top spot was over, as Jacobus continued to stretch his lead. Owens followed a distant third, with Gaiger and Shuler rounding out the top five. With the top two positions settled and Owens comfortably in third, the battle continued for fourth and fifth. Gaiger dropped out of contention with a flat rear tire. Shuler moved into fourth, with Patterson a close fifth.

Jacobus cruised to victory with a 40-second cushion, followed by Bussel in second and Owens in third. Patterson was able to get by Shuler for fourth, dropping Shuler to fifth at the finish.

Results

With only two Pros having signed in, they were thrown in with the 600cc A class. Ricky Winsett took the lead from Sweeten, Price and Jake Johnson.

50 (4-6): 1. Evan Baer (Act); 2. John Long (Lem); 3. Andrew Smith (Act); 4. Bryan DeMuro (Act).

50 (7-8): 1. Jeff Haldeman (Lem); 2. Brandon Robinson (Lem); *3. Megan James (Act); 4. Bobby Weir (Lem).

50 OIL-INJ: 1. Evan Baer (Yam); 2. Bobby Weir (Yam); 3. Brett Pugh (Yam); 4. R.J. Hart (Yam).

65: 1. John Lewis (Kaw); 2. Jeff Haldeman (Hon); 3. Brandon Robinson (Kaw); 4. Megan James (Kaw); 5. R.J. Hart (Kaw).

85: 1. Shawn Baer (Yam); 2. Zach Calcutt (Hon); 3. Travis Sennett (Yam); 4. John Lewis (Yam).

125 B: 1. Chris Klinefelter (Hon); 2. Jason Isennock (Hon); 3. Shawn Baer (Yam); 4. Jared Mees (Hon); 5. Zach Calcutt (Suz).

250 A: 1. Bob Sweeten (Hon); 2. Georgie Price (Hon); 3. Dave Smith (Hon); 4. Damian Kocovinos (Hon); 5. Raun Wood (Yam).

250 B: 1. Mike Brabson (Hon); 2. Jared Mees (Hon); 3. Joey Tyeryar (Yam); 4. Nick Lipira (Hon); 5. Greg Sassaman (Yam).

500 A 2-VALVE: 1. Nick Taylor (Yam); 2. Raun Wood (Yam); 3. Dave Smith (Yam); 4. Greg Sassaman (Yam); 5. Larry Hoffman Jr. (Yam).

600 A: 1. Rick Winsett (Rtx); 2. Bob Sweeten (Rtx); 3. Jake Johnson (KTM); 4. Dallas Baer (Rtx); 5. Ed Hyde (Rtx).

600 B: 1. Joey Tyeryar (Rtx); 2. Bill Stillwell (Rtx); 3. Peter Knick (Hbg); 4. Robin Wilt (KTM); 5. Gil Smith (Hon).

750 A: 1. Nick Taylor (Yam); 2. Mike Keane (Yam).

30+: 1. Dallas Baer (Rtx); 2. Ed Hyde (Rtx); 3. Nick Taylor (Yam); 4. Peter Knick (Hbg); 5. John Davis (Hon).

40+: 1. Bob Sweeten (KTM); 2. Bruce Miller (Hon); 3. Mike Keane (Kaw); 4. Robin Wilt (KTM); 5. John Stackus (Kaw).

P/W: 1. Kyle Yarnell (Yam); 2. Sean Renshaw (Yam); 3. Brian Adams (Yam); 4. Justin Powell (Yam); 5. Amy Adams (Yam).

P/W MOD: 1. Eric Hunter (Lem); 2. James Bishop (Lem); 3. Joey Johnson (KTM); 4. Nick Gaiger (KTM).

60: 1. Kyle Bezuidenhout (Yam); 2. Matthew Wiedman (Kaw).

80 BEG: 1. Danny Giannini (Kaw); 2. Peter Wright III (Suz); 3. Andrew Yarnell (Kaw); 4. Mitch Maxwell (Hon); 5. Steven Newcomb (Kaw).

80 NOV: 1. Kevin Hunter (Yam); 2. Ryan Riess (Yam); 3. Jared Minor (Hon); 4. Mateo Usago (Yam).

80 EX: 1. Jason Jeffrey (Yam).

XR100 AM: 1. Mike Bierman; 2. Dean Greenman (Hon).

125 BEG: 1. Broc Daugherty (Suz); 2. Juan Zamora (Kaw); 3. Tyler McIntosh (Yam); 4. Ty Renshaw (Yam); 5. Ryan Bromage (Hon).

125 NOV: 1. Eric Child (Hon); 2. Dave Teague (Suz).

125 AM: 1. Ryan Dudek (Yam); 2. Mondo Duran (Suz).

125 EX: 1. Mark Tilley (Hus).

250 BEG: 1. Paul Reza Jr. (Kaw); 2. Sean Childress (Hon); 3. Travis Sidebottom (Kaw); 4. Troy Schioppi (Hon); 5. Terry Barry (Suz).

250 NOV: 1. Brett Daugherty (Suz); 2. Dwayne Blay (Yam); 3. Deran Benavides (Yam); 4. Brian Hafliger (Kaw).

250 AM: 1. Dennis Ptak (Kaw); 2. Chris Ladely (Suz).

250 EX: 1. Jose Polasek (Yam).

WMN NOV: 1. Faye Campbell (Hon).

WMN AM: 1. Heather McNabb (Kaw).

OPEN BEG: 1. Jason Orosco (Kaw).

OPEN NOV: 1. Chris Blair (Hon).

30+ BEG: 1. Val Fukunaga (Kaw); 2. Tom Newcomb (Yam); 3. Arnie Davis (Hon); 4. David Hallworth (Yam); 5. Dave Anderson (Yam).

30+ NOV: 1. Tab Maudlin (Yam); 2. Don Hutchison (Suz); 3. Isaac Lopez (Hon); 4. Tommy Leone (Hon); 5. Andy Gaiger (Kaw).

30+ AM: 1. Bryan Statham (Suz); 2. Kevin Montgomery (Hon); 3. Ron Lawson (Yam); 4. David Barnes (Hon); 5. Scott Kellar (Yam).

30+ EX: 1. Gordon Ward (Hus); 2. John Whitaker (Yam); 3. Steve Flanders (Yam); 4. Gordon Kellar (Kaw); 5. Ron Shuler (Kaw).

40+ BEG: 1. James Gartland (Hon); 2. Robert Duran (Suz); 3. Monty Sanders (Hon); 4. George Duran (Yam); 5. Les Washburn (Suz).

40+ NOV: 1. Frank Villa (Suz); 2. Scott Wilson (Kaw); 3. Donnie Quanstrom (Hon); 4. Jim Masters (Kaw); 5. Dan Willenborg (Hon).

40+ AM: 1. Joe Padilla (Hon); 2. Tom Holm (Yam); 3. Patrick Lowrie (Yam); 4. Bob Baron (Hon); 5. Joe James (Hon).

40+ EX: 1. Bob Maxwell (Yam); 2. Craig Adams (TM); 3. Bruce McDougal (Hon); 4. Dennis Boulware (Yam); 5. Alan Kent (Yam).

50+ AM: 1. Dennis Tooman (Kaw); 2. Bill Warren (Kaw).

50+ EX: 1. Dave Jacobus (Hon); 2. Steve Bussel (Hon); 3. Larry Owens (Kaw); 4. Dennis Patterson (Kaw); 5. Earl Shuler (Kaw).

4-STRK BEG: 1. Daniel Norrbown (Yam).

4-STRK NOV: 1. Brent Uhlar (Yam).

4-STRK EX: 1. Mike Ulrich (Yam); 2. Mike Seeley (Hon).

TEAM RACE: 1. Bob Maxwell/Chad Blough; 2. Mike Ulrich/Jose Polasek; 3. Steve Flanders/Scott Kellar; 4. Dennis Boulware/Tom Holm; 5. Rich Suitor/Dave Jacobus.

Williams scores double at Petersburg Half Mile

By L.A. McDevitt

PETERSBURG, IL, AUG. 29

Nick Williams led the 500cc class from start to finish in both the heat and the main. Williams rode his Robert A. Williams Construction-sponsored, JB Racing-prepared Rotax to an impressive victory in the 500cc main, putting himself in the points lead for the 7-foot-tall Petersburg track trophy.

Williams took the lead from the start and pulled away from the rest of the group within two laps, winning by an impressive 50 bike lengths. Then, in only his second race this year aboard a 250, Williams decided to challenge the always fast Rob Pearson of Voo-Doo Racing and JT Racing's Josh Toungett in the heavy-hitting 250cc class on the Tim Garren Racing/Hart Racing Rotax. Again, Williams led from wire to wire in heat one, but he just beat out Toungett, who finished a dozen bike lengths ahead of third-placed Dan Bond.

Heat two saw Pearson jump out to an enormous lead from the beginning, with the only serious threat coming from John Harshbarger late in the race. Harshbarger ended up finishing a very respectable second to the high-flying Pearson.

Then came the 250cc main. The energy level was high; everyone from the riders to the spectators knew this would to be the race to watch. Pearson grabbed the holeshot and led Williams, Toungett, Bond and Harshbarger into turn one and out of turn two, and the race was on. But Pearson couldn't seem to put any distance between himself and the pack. Then, on lap three, Williams made his move, passing Pearson to take the lead. On lap four Pearson's frame broke, putting him out of the race. Williams went on to take the checkered flag, with Toungett, Bond and Harshbarger all close behind.

Voo-Doo Racing's 9-year-old Justin Hittle took both the 65cc- and 85cc-class wins, clinching both track championship trophies. After four of the scheduled five races at Petersburg, Hittle has yet to be challenged; he won all four races in both classes - that would earn him two of those 7-foot-tall trophies.

In the 50cc Shaft contest, Mike Heiden thrilled the crowd by taking a close victory over Robert Johnson, Chris McCaslin and newcomer Sara Thorsland.

The 125/200cc combo was another excellent race, with Pearson, Chip Perry, Chris McDevitt (from Petersburg), Allan Barr and Shane Vance all looking to score valuable points in the district and at the track. Voo-Doo Racing's Pearson got the holeshot and left the rest of the class behind to fight for second place. Perry finished just ahead of the RTD Motorsports Unlimited-backed, Alex Rossetto-prepared KTM of McDevitt, who was followed closely by Barr and Vance.

Dave Allen took the win in the 200cc and 400cc classes, securing his track championships in both.

In the Vet (Over 30) class, Jay Arnold and Todd Webb battled the entire race, with Arnold pulling out the victory over Webb and Scott Johnson. Terry Bond edged out Daniel Weicht for the win in the Senior class, while his brother David Weicht was just beaten by the third-place finisher, K&N/Motion Pro/SplitFire's Michael Grieff. Les Eslinger locked up the District 17 and Petersburg track Super Senior (Over 50) titles on his Rotax. Ben Knight of Knight Racing took top honors in the 600cc Pro Sport contest.

The final event of the evening was the Open class. Ben Knight took the lead going into turn one and held it until he was hit with mechanical problems on the second lap; from there on it was all Jay Arnold. Arnold took the lead to the checkered flag, followed closely by 14-year-old Josh Toungett, Dan Bond, Michael Oehler, Al Sumner and Scott Johnson, in that order. Al Sumner was riding the XR750 of his brother Jim Sumner, National number 45, for the first time this year. The rain the night before delayed the start of practice for a short time, but the short wait was worth the finished product: The track turned out perfect, hard-packed and fast, and good times were had by all.

Results

50 SHAFT: 1. Matthew Downs; 2. Mike Heiden; 3. Robert Johnson; 4. Christopher McCaslin.

50 CHAIN: 1. Sara Thorsland.

65: 1. Justin Hittle; 2. Matthew Downs.

85: 1. Justin Hittle; 2. Daniel Ohler; 3. Darren Carter; 4. Michael Lindley.

125: 1. Rob Pearson; 2. Chip Perry; 3. Chris McDevitt; 4. Alan Barr; 5. Shane Vance.

200: 1. David Allen; 2. Charles Hall; 3. Mark Augenstein.

250: 1. Nick Williams; 2. Josh Toungett; 3. Dan Bond; 4. John Harshbarger; 5. Steven Hartzel.

400: 1. David Allen.

504: 1. Nick Williams; 2. Michael Greier; 3. Jordan Knight; 4. Chris Hathaway.

600: 1. Ben Knight.

VET 30+: 1. Jay Arnold; 2. Todd Webb; 3. Scott Johnson; 4. Roger Tate.

SR 40+: 1. Terry Bond; 2. Daniel Weicht; 3. Michael Greiff; 4. David Weicht.

S/SR 50+: 1. Les Eslinger.

OPEN: 1. Jay Arnold; 2. Josh Toungett; 3. Dan Bond; 4. Michael Oehler; 5. Al Sumner.

Bennett best at Kentucky Fair MX

By Rupert X. Pellett

GREENUP, KY, SEPT. 2

Columbus, Ohio's "Gentleman" Gerry Bennett powered his Honda CR250 to two class wins and a second-place spot during the Greenup County Fair Motocross at this Ohio River town.

Bennett blasted off the line and led quickly in the Over 25 class. Jim Witteman and Marty Berberich fought over second; Witteman would finish in the number-two spot behind Bennett as Berberich cruised in third, ahead of Suzuki-mounted Terry Barnes in fourth. Bennett tussled with Berberich again in the Over 30 division, but ultimately he took the checkers once again. Bill Reiss was the one who finally beat Bennett, as the Over 40 class belonged to Reiss and his "factory" Honda. Bennett finished second, with London's Gary Delph in third and David Hyder in fourth.

Results

50 (4-6): 1. Jordan Strickland (Cob); 2. Westen Hale (Cob); 3. Christian Parrish (Cob); 4. Justin Barletson (KTM).

50 (7-8): 1. Ryan Bromfield (Cob); 2. Levi Kilbarger (Cob); 3. Corey Carr (Cob); 4. Andrew Murname (Cob); 5. Anthony Bentley (KTM).

65: 1. Jake Mohney (Kaw); 2. Tanner Reed (Kaw); 3. Eric Woods (Kaw); 4. Corey Anthony (Kaw); 5. Levi Kilbarger (Kaw).

80 (7-11): 1. Jared Grabiel (Suz); 2. Jake Mohney (Yam); 3. Tanner Reed (Kaw); 4. Carl Custard (Hon); 5. Eric Woods (Kaw).

80 (12-15): 1. Jason Geil (Yam); 2. Andrew Hyder (Kaw); 3. Kyle Ringwald (Hon).

125 B: 1. Joseph Prather (KTM); 2. Tony Robinson (Kaw); 3. David Rife (Kaw); 4. Gregory Howell (Kaw); 5. Chris Poland (Hon).

250 B: 1. Adam Smith (Hon); 2. Jared Wolfe (Suz); 3. Terry Barnes (Suz); 4. Jim Witteman (Hon); 5. Jeff Brown (Suz).

SCHBY: 1. Chris Poland (Hon); 2. Ricky Custard (Hon); 3. Zach Vallance (Hon).

25+: 1. Gerry Bennett (Hon); 2. Jim Witteman (Hon); 3. Marty Berberich (Hon); 4. Terry Barnes (Suz); 5. Dwight Voltz (Kaw).

30+: 1. Gerry Bennett (Hon); 2. Marty Berberich (Hon); 3. Bill Reiss (Hon); 4. Richard E. Custard (Hon); 5. Terry Barnes.

40+: 1. Bill Reiss (Hon): 2. Gerry Bennett (Hon); 3. Gary Delph (Hon); 4. David Hyder (Kaw).

OPEN: 1. Jim Witteman (Hon); 2. Richard Custard (Hon); 3. Dwight Voltz (Kaw); 4. Mark McDaniel (Yam); 5. Gary Delph (Hon).

Dana hot under the lights at CRC Motocross

By Greg Robertson

PALMDALE, CA, SEPT. 12

Charles Dana fought back from a first-moto first-turn pileup - and the resulting 20th-place start - to go 5-1 for the 125cc Beginner-class victory at the Simi Valley Cycle-sponsored round of California Racing Club's Saturday night motocross, held at Los Angeles County Raceway.

When the nearly full gate of 125cc Beginners was unleashed for the first round of action, it was Brad Goolsby sliding his YZ125 through the first turn ahead of Jeff Verseput, Jamie Dietz and John Means. A first-turn pile-up claimed Dana and Chris Holt, among others.

Verseput was looking good as he passed Goolsby on the opening lap and started to inch away. The faster riders were already making their way toward the front as Deitz was up into second place, ahead of Matt Simpson and David McManus. Dana and his new Yamaha seemed to be getting along fine, picking off a couple of riders every lap until he was up to 10th place by the halfway point.

Deitz settled into a pace slightly faster than that of Verseput and, with just a lap remaining, he was able to sail over his fellow Yamaha pilot to take the lead. With the white flag waving, Deitz put a few seconds on Verseput for the first-moto win. Verseput took second, with McManus holding off Simpson for third at the line. A fine last-lap effort on Dana's part saw him get around both Jason Dickinson and Neil Chisholm for fifth.

With a little extra time in the schedule, and being the last race on the evening's program, the second moto was stretched to 20 laps under the lights.

Dietz pulled the holeshot, but within a lap Dana was running out front. Dietz kept Dana in sight until going down on lap five and dropping back to sixth place. McManus and Verseput would argue over second place for the next 10 laps, until McManus got the upper hand. Holt slowly worked up from seventh place to dog McManus and move into the runner-up position on lap 16.

When the checkers finally came out, it was Dana over Holt by 10 seconds. The consistent 3-3 rides of McManus collected the second-place trophy. Verseput (2-5), Simpson (4-4) and Holt (10-2) rounded out the top five.

Results

P/W BEG: 1. Keith Robinson (KTM); 2. Blake Wein (KTM); 3. Alyssa Prince.

P/W YAM STK: 1. Charlie Lonien (Yam); 2. Kyle Prince (Yam).

P/W YAM MOD: 1. Michael Stewart (Yam).

S/STK (7-9): 1. Preston Lundin (KTM); 2. Cale Summerford (KTM); 3. Kyle Kessinger (KTM); 4. Kyle Prince (Yam).

MOD (4-6): 1. Chase Lippie (KTM); 2. Blake Wein (KTM).

60 BEG: 1. Brandon Zeek (Kaw); 2. Garrett Lilly (KTM); 3. Daniel Lundin (Kaw); 4. Jacob Lee Buelna (Kaw); 5. Cody Shearer (Hon).

60 (4-8): 1. Bryce Terzian (KTM); 2. Mikey Garcia (Kaw); 3. Preston Lundin (Kaw).

60 (9-11): 1. Christopher Jancich (Kaw); 2. Timmy Ritzler (Kaw).

80 BEG: 1. Steve Quinones (Yam); 2. Bob Cobb (Kaw); 3. Darin Chisholm (Yam); 4. Timothy McDaniel (Yam); 5. Zae Larkan (Yam).

80 (7-11): 1. Tye Hames (Suz).

80 (12-13): 1. Tim Cobb (Kaw); 2. Nicholas Burson (Kaw); 3. Kevin Williams (Yam).

80 (14-16): 1. Robert Clark (Yam); 2. Ryan Riess (Yam).

B/W: 1. Louie Santiago (Hon).

125 BEG: 1. Charles Dana (Yam); 2. David McManus (Yam); 3. Jeff Veresput (Yam); 4. Matt Simpson (Hon); 5. Chris Holt (Suz).

125 NOV: 1. Johner Faulkner (Hon); 2. Sergio Ponce De Leon (Yam); 3. Brandon Norton (Hon); 4. Justin Witcher (Hon).

125 INT: 1. George LaMonte (Hon); 2. Chris Elliott (Yam).

250 BEG: 1. Will Hall (Kaw); 2. Kevin Woodruff (Hon); 3. Neil Chisholm (Hon); 4. Brandon Brandon (KTM); 5. Matt O'Carrol (Hon).

250 NOV: 1. Chris Reed (Kaw); 2. Warren Tittlemier (Kaw); 3. Damon Podolny (Yam); 4. Luke Orr (Suz); 5. Justin Eide (Hon).

250 INT: 1. Brent Gilliam (Kaw); 2. Frank Costanzo (Hon); 3. Clint Van Eps (Hon).

250 PRO: 1. Bill Sauro (Hon).

500 NOV: 1. Norm Schiel (Hon).

JR VET BEG: 1. Shawn Boudreau (Kaw); 2. Matt O'Carroll (Hon); 3. Matt Arant (Kaw); 4. John Hartstock (Hon); 5. Don Schuyler (Yam).

JR VET NOV: 1. Damon Podolny (Yam); 2. Gabi Abayou (Hon); 3. Bob Gorman (Yam); 4. Chris Walent (Yam); 5. Larry Page (Yam).

JR VET INT: 1. Chris Reed (Kaw).

JR VET EX: 1. Bill Sauro (Hon).

VET NOV: 1. Chuck Abbitt (Hon); 2. Jack Miller (Yam); 3. Milton Mize (Hon); 4. Scott Bock (Hon).

VET INT: 1. Craig Conaway (Hon); 2. Jim Parrish (Suz); 3. Bruce Tebo (Hon); 4. Randy Wilkins (Suz); 5. Vincent Baioni (Hon).

VET EX-PRO: 1. Frank Costanzo (Hon); 2. Edwardo Flippo (Hon).

SR BEG-NOV: 1. Layman Gattis (Yam); 2. Michael Burnett (Suz); 3. Bob Dunham (Yam).

SR INT-EX: 1. Joe Root (Yam); 2. Norm Schiel (Hon).

Morgan conquers Colorado State Fair MX

By Heather Greer

PUEBLO, CO, AUG. 24

Colorado rider Shawn Morgan was the rider to beat at the AMA/Checkered Flag Rocky Mountain Motocross Challenge race, held during the Colorado State Fair. A crowd of 1300 braved damp weather to watch racers do battle on both flat-track and motocross tracks. Morgan was the evening's first motocross main-event winner, grabbing the 125cc Pro lead and never letting go. Oklahoma's Kenny Bartram and Nebraska rider Trent Hansen gave chase, with Bartram coming out second in the battle.

The 250cc Pro main looked to be a repeat performance by Morgan as he grabbed the early lead. After gaining a comfortable lead, Morgan went down in the whoop section, giving up the lead to Trent Hansen. Kansas rider Jon Hedden ran consistent laps and caught Hansen but could not get past. Bartram was within striking distance on his Suzuki and came in third.

Intermediate rider Mike Royer came from nearby Colorado Springs and sailed his Yamahas to both 125cc and 250cc final wins.

Flat-trackers watched as rain clouds did their thing just before the opening ceremonies. The showers were just enough to make a lightning-fast oval. Harley-Davidson rider Kelly Larkin dazzled the crowd as he bolted to the Pro short-track win. Fellow Colorado rider Mike Guinn took a convincing win in the 600cc Vintage class.

Results

Short Track

P/W: 1. Denton McCombs (KTM); 2. Dustyn Silvis (Yam); 3. Chris Novak (Yam).

80: 1. Brad Alarid (Hon); 2. Nick Achey (Kaw); 3. Scott Beckley (Hon).

250 AM: 1. Merle Scherb (Hon); 2. Gen L'Heuzeux (Yam); 3. Michael Nicholas (Yam).

OPEN VINT: 1. Dallas Babcock (H-D); 2. Jac Donald (Yam); 3. Craig Raygor (Yam).

VINT 600: 1. Mike Guinn (Yam); 2. Jac Donald (Yam); 3. Frank Hardman (Yam).

600 PRO: 1. Kelly Larkin (H-D); 2. John Griffen (Hon); 3. Richard Marrs (Rtx).

Motocross

P/W: 1. Dustyn Silvis (Yam); 2. Denton McCombs (KTM).

80: 1. Brad Alarid (Hon); 2. Bryan Weigel (Suz); 3. David Achey (Kaw).

125 NOV: 1. A.J. Lux (Hon); 2. Austin Richardson (Suz); 3. Shane Cobely (Hon).

125 INT: 1. Mike Royer (Yam); 2. David Gonzales (Suz); 3. Jason DeVone (Hon).

125 PRO: 1. Shawn Morgan (Kaw); 2. Kenny Bartram (Suz); 3. Trent Hansen (Hon).

250 NOV: 1. Ed Saffold (Kaw); 2. George Cozzetto (Kaw); 3. Jeff George (Yam).

250 INT: 1. Mike Royer (Yam); 2. David Gonzales (Suz).

250 PRO: 1. Trent Hansen (Hon); 2. Jon Hedden (Hon); 3. Kenny Bartram (Suz).

PROGRAM SCHEDULE

DATE	TIME	PROGRAM	NETWORK
Tue. 10/6	7pm est.	Bike Week	SPEEDVISION
Sun. 10/11	6pm local	US Open of SX - MGM Grand - Las Vegas, NV	FOX SPORTS NET
Mon. 10/12	8pm est.	World Ducati Weekend	SPEEDVISION
Mon. 10/12	9pm est.	Isle of Man TT	FOX SPORTS NET

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Overall winner Lynn Bailey (1) leads Matt Chapa (S25) through one of Skull Creek's Badland Canyons in Altair, Texas.

Roberts takes two at Tablerock Supercross

By Chris Norman

MORGANTON, NC, SEPT. 12

Clyde Roberts grabbed the holeshot and won the 80cc Beginner class at Tablerock Supercross. Roberts then followed this up with the win in the Junior Mini class over Calvin Rhodes and Christopher Newton.

In 80cc Beginner action, Roberts took the holeshot, followed by Calvin Rhodes, James Spooner and Alan Norman. As Roberts pulled away, Rhodes, Spooner and Norman - in that order - were engaged in a heated battle for second place. On the second lap, Norman went past Spooner through the whoops section to take third place. The next three laps saw Rhodes hold off Norman's attempts to pass. With two laps to go, Norman passed Rhodes in the same section in which he had passed Spooner. Norman then set off after Roberts and caught him with half a lap to go. Norman tried hard but could not pass Roberts. At the checkered flag, it was Roberts with the win, followed by Norman and then Spooner, who had passed Rhodes when he fell on the last lap.

Results

P/W (4-6): 1. Dustin Chandler (Cob); 2. Mark Dickson (Cob); 3. Dylan Cline (Suz).

P/W (7-8): 1. Anna Norman (Lem).

65 (7-9): 1. Dustin Chandler (Cob).

65 (10-11): 1. Preston Ward (Kaw); 2. Andrew Norman (Kaw).

JR MINI: 1. Clyde Roberts (Kaw); 2. Calvin Rhodes (Hon); 3. Christopher Newton (Hon).

85 D: 1. Clyde Roberts (Kaw); 2. Alan Norman (Kaw); 3. James Spooner (Kaw); 4. Calvin Rhodes (Hon); 5. Scott Norman (Suz).

SR MINI: 1. Scott Norman (Suz).

S/MINI: 1. Alan Norman (Kaw).

ENDR: 1. David Groover (Hon); 2. Steven Swafford (Kaw); 3. Jesse Crow (Kaw).

125 C: 1. Jeremy Saunders (Kaw).

125 D: 1. Jeremy Saunders (Kaw); 2. Noah Spencer (Hon); 3. Alex Holden (Suz); 4. Willy Baker (Yam).

250 D: 1. Alex Holden (Suz); 2. Jody Williams (Yam); 3. David Philyans (Hon).

Bailey, Barrows shred at Skull Creek GP

By Chris Bailey

ALTAIR, TX, AUG. 30

A new style of racing was born in Texas as the 1998 AMA Texas Championship Hare Scrambles Series shifted gears for the highly anticipated summer Grand Prix portion of the schedule. Things heated up quickly as the one-hour AA/A race fired off the line. The Expert A class cut loose and quickly became the customary three-way battle between Overall A title contenders Pat Hohman, Al Cravens and Lynn Bailey. Expert A-class entry Cody Potts rocked the boat early as he came through the scoring barrels entrenched in the mix. After two laps on the 6.5-mile course, Honda of Houston/Pro Clean 1000-backed Lynn Bailey came from fourth place after his customary two-kick start and showed why he is going to the 1998 Australian International Six Day Enduro by moving through the pack and taking command of the lead. Potts quickly lost sight of Bailey while battling a rear flat and eventually called it quits. Bailey put the hammer down and crossed the finish line with nearly a five-minute cushion over second place. Hohman putted in to the finish to claim second overall 15 seconds ahead of Cravens.

The Trail Riders of Houston unveiled a new club property and once again set the standard with a fun course that took the 185 entrants through the now-trademark "dunes" and "badland" area. Honda-mounted Troy Barrows whipped the contestants for the Overall B crown into a frenzy by blitzing the pack for a comfortable one-minute margin of victory for Overall B honors over series adversary Brian Cecil. Open B rider Joshua Laurence pressured eventual class winner Brian Cecil all race but couldn't pull the trigger and had to settle for second. The hard-charge award of the day went to Matt Chapa, who won the Sportsman class after losing his silencer on the grass track right after the start. After making repairs, Chapa opened the afterburners and made up two minutes, and claimed the lead and the victory. The Overall C victory was claimed by Dana Weber from the 200cc C class. Weber snagged the early lead and set sail to top his class and win the overall on adjusted time.

Chris Jesperson nailed down the 60cc victory, while Derek Osborn railed his KTM to take the 50cc win during the 30-minute mini grand prix.

Results

AA: 1. Bert Reynolds (Yam); 2. Steven Rathmann (Kaw); 3. Clifford Goertz (KTM).

O/A A: Lynn Bailey (Hon).

O/A B: Troy Barrows (Hon).

O/A C: Dana Weber (Kaw).

50: 1. Derek Osborn (KTM); 2. Jamie Whitmore (Suz); 3. Chad Goertz (KTM).

60: 1. Chris Jesperson (Kaw); 2. Brandon Kendrick (Hon); 3. Dustin Lara (Kaw).

80: 1. Daniel Roegner (Yam); 2. Stephen Klaus (Hon); 3. Martin Howell (Kaw).

A EX: 1. Pat Hohman (Kaw); 2. Al Cravens (Kaw); 3. Dan Sell (KTM).

200 A: 1. Tom Senesac (Hon); 2. Duggan Hartzog (Kaw); 3. Brian Canion (KTM).

250-OPEN A: 1. Drew Dunbar (KTM); 2. Mike Spohn (Yam); 3. Jarrod Goertz (Hon).

30+ A: 1. Joey Hardin (Kaw); 2. Blake Haynes (Hon) 3. Lee Upton (Kaw).

40+ A: 1. Dan Aitken (Yam); 2. Mike Ratcliff (Hon); 3. Rick Pitman (Hon).

50+ A: 1. Howard Love (Hon); 2. Bobby Reynolds (KTM); 3. Herb Fish (Kaw).

4-STRK A: 1. John Meskey (Hon); 2. Robert Mondshine (Hon).

200 B: 1. Travis Villarreal (Kaw); 2. Greg Lener (Hon).

250-OPEN B: 1. Brian Cecil (Kaw); 2. Joshua Laurence (Suz); 3. Greg Nicholson (Yam).

30+ B: 1. Allen Harmon (Hon); 2. Darren Porter (Kaw); 3. Jeff Theis (Kaw).

40+ B: 1. Brian Graver (Suz); 2. Hugh Howell (Kaw); 3. David Guillet (Yam.)

4-STRK B: 1. Russell Gourley (Hon; 2. Brad Burnie (Hon); 3. Steven Brink (Hon).

200 C: 1. Jeffrey Kaiser (Kaw); 2. Mike Davies (Yam); 3. Nathan Goertz (Kaw).

OPEN C: 1. Zachary Davis (Kaw); 2. Brent Hewett (Suz); 3. Shawn Cherry (Kaw).

30+ C: 1. Brad Kendrick (Kaw); 2. David Camfield (Kaw); 3. Lou Plumpton (Suz).

40+ C: 1. Pete Rubio (Hon); 2. John Welch (KTM); 3. Tom Johnson (KTM).

WMN: 1. Lorie Whitmore (Kaw); 2. Cherie Lara (Kaw); 3. Myra Blair (Kaw).

JR BOYS: 1. Michael Carlton (Hon); 2. Trey Chote (Kaw); 3. John Wade (Suz).

SPTSMN: 1. Matt Chapa (Yam); 2. Kevin Counsil (Yam); 3. Don Murphy (Kaw).

Miles hot at 101 Bowl Motocross Park

By Rod McCollough

KING CITY, CA, SEPT. 13

With temperatures in the 90s, Westgate Fence Company's Ron Miles used a 1-2 score to win the overall in the Veteran Beginner class at the 101 Bowl Motocross Park. Miles' only comment was, "Damn, it's hot." This was round two of the Summer Motocross series at the 101 Bowl, and close to 100 riders did battle on the ever-improving track.

Miles pulled the holeshot in moto one, only to kill the engine a couple of turns later. Glen Smith shot into the lead, with Alex Rouch second and Perry Massey on a 125 in third. Rouch stalled his bike and Massey ran into him, falling down. Rouch got his bike running and had the lead, only to stall it again. Miles came from dead last to win the moto on the last lap over Rouch, Smith and Massey.

Moto two saw Smith grab the holeshot, with Miles second, Massey third and Rouch fourth. Massey flew by Smith for the lead and checked out in front for the rest of the moto. Miles stalled his bike again, and Rouch and Smith crashed. Miles got his bike going and finished second, with Rouch getting third, ahead of Stephen Hall in fourth.

Tury Ornelas, riding for Powerhouse Yamaha, won the 250cc Beginner-class overall. Ornelas won both motos over Russo Construction/CSR's Matt Soares, who finished second in both motos over Jason Perry in third.

Outstanding 60cc rider Bryce Huffman (Damon's cousin) brought the crowd to its feet with a last-lap pass for the win in the second moto of the 80cc Beginner class. Young Huffman was doubling all the big double jumps, the only 60cc rider able to accomplish this feat. Watching this kid was worth the price of admission.

Results

50 BEG: 1. Kris Shaw (Yam); 2. Robby Boggs (KTM); 3. Justin Young (KTM); 4. Dylan Trujillo (KTM) 5. Jonathan Morrison (Lem).

50 NOV: 1. Tyler Trujillo (KTM); 2. Eric Poth (Cob); 3. Matt Williams (Lem).

60 BEG D-1: 1. Brian DiCiano (Kaw); 2. Matt Williams (KTM); 3. Eric Poth (Kaw); 4. Tyler Trujillo (KTM); 5. Zachary Dupuis (KTM).

60 BEG D-2: 1. Joey Iffert (Kaw); 2. Frank Garcia (Kaw); 3. Wesley Heame (Yam); Kyle Balsdon (Kaw). 5. Zachary Dupuis (KTM).

60 NOV: 1. Bryce Huffman (Kaw).

80 BEG D-1: 1. George Schniber (Yam); 2. Nathan Francis (Hon); 3. Aaron DiCiano (Yam); 4. Eric Pina (Yam); 5. Luke Jacobsma (Yam).

80 BEG D-2: 1. Nick Balsdon (Yam); 2. Greg Kudlac (Yam); 3. Bryce Huffman (Kaw); 4. Derick Ponton (Hon); 5. Wesley Heame (Yam).

125 D-1: 1. Brent Hendrix (Suz); 2. Ken Madrid (Hon); 3. David Dunham (Suz); 4. Grant Webster (Suz); 5. Perry Massey (Yam).

125 D-2: 1. Doug King II (Yam); 2. Rich Farren (Suz); 3. Mike Mathes (Suz); 4. Josh King (Yam); 5. Josh Zinman (Yam).

125 NOV: 1. Kevin Bohner (Kaw); 2. Shannon Cone (Kaw); 3. Ryan Culver (Kaw); 4. Don Habling (Suz).

250 BEG: 1. Tury Ornelas (Yam); 2. Matt Soares (Kaw); 3. Jason Perry (Kaw); 4. Donny O'Keefe (Hon); 5. Brent Hendrix (Suz).

250 INT PRO: 1. Jeremy Santoro (Kaw); 2. Brent Nichols (Kaw); 3. Charlie Powell (Hon); 4. Matt Silva (Kaw).

OPEN: 1. Don Habling (Suz); 2. Donny O'Keefe (Hon); 3. Matt Silva (Kaw); 4. Ryan Culver (Kaw); 5. Shaw Buck (Hon).

VET BEG: 1. Ron Miles (Hon); 2. Perry Massey (Yam); 3. Alex Rouch (Yam); Glenn Smith (Suz); 5. Stephen Hall (Kaw).

O/T BEG: 1. Doug King (Yam); 2. Jim Wescom (Yam); 3. Wayne Nash (Hon); 4. Tom Estrada (Hon); 5. Keith Roberts (Hon).

Smith smooth at McArthur MX

By Rupert X. Pellett

MCARTHUR, OH, SEPT. 6

With a healthy throng of almost 300 racers in attendance (with many staying over for the following day's Buckeye Series race), the stage was set for competitive racing at this finely manicured facility. Lexington's Adam J. Smith was unstoppable on his red Honda CR250.

The speedy young man fought off the likes of Newark's Terry Collins and a very aggressive Matt Ketcheson to take the overall from these Suzuki pilots.

Ketcheson was "the man" in the 16- to 24-year-old age division, however. The youth from New Carlisle slashed past Smith in this class, with Smith settling for second, ahead of Tony Robinson.

Devan Welch went an impressive 2-2 to take the win in the 65cc class, ahead of second-placed Pat Massie and third-placed Ryan Allbaugh.

F&S Suzuki's wonderkid David Whitcraft was dependably victorious. The Pickerington rider walked all over the Schoolboy and 80cc (12-15) classes after fighting off fellow fast guy Gavin Gracyk on the 80s and Andy Willard in the 125cc and Schoolboy classes.

Results

50 (4-6): 1. Jordan Strickland (Cob); 2. Westen Hale (Cob); 3. Christian Parrish (Cob); 4. Ben Danforth (Cob); 5. Alex Maland (Cob).

50 (7-8): 1. Levi Kilbarger (Cob); 2. Axl Moler (Cob); 3. Kris Nelson (Cob); 4. Ryan Brumfield (Cob); 5. Andrew Murname (Cob).

65: 1. Devan Welch (Kaw); 2. Pat Massie (KTM); 3. Ryan Allbaugh (Kaw); 4. Tommy Pellett (Kaw); 5. Corey Anthony (Kaw).

80 (12-15): 1. David Whitcraft (Suz); 2. Andy Willard (Suz); 3. Kyle Teel (Yam); 4. Mike McCabe (Hon); 5. Chris Poland (Hon).

80 EXTRA: 1. Jared Grabiel (Suz); 2. James Lang (Hon); 3. Travis Poynter (Kaw); 4. Andrew Hyder (Kaw); 5. Crystal Williamson (Kaw).

SCHBY: 1. David Whitcraft (Suz); 2. Gavin Gracyk (Kaw); 3. Derek Sturgell (Kaw); 4. Mike McCabe (Hon); 5. Chris Poland (Hon).

125 B: 1. Jason Wade (Suz); 2. Tony Robinson (Kaw); 3. Andy Willard (Suz); 4. Evan Brown (Suz); 5. Chris Poland (Hon).

125 PRO: 1. Donald Edwards (Hon); 2. Steven Richards (Kaw); 3. Bub Thomas (Suz); 4. Jeff Flora (Yam).

250 B: 1. Adam Smith (Hon); 2. Terry Collins (Suz); 3. Matt Ketcheson (Suz); 4. Ty Walker (Kaw); 5. Eric Acker (Suz).

250 C: 1. Fred Stumbo (Hon); 2. Jason Beougher (Kaw); 3. Les Arledge (Hon); 4. Pete Hapner (Kaw); 5. Chad Sowers (Suz).

25+: 1. Gerry Bennett (Hon); 2. Jim Witteman (Hon); 3. Marty Berberich (Hon); 4. Richard Spangler (Kaw); 5. Donald Edwards (Hon).

30+: 1. Bill Reiss (Hon); 2. Marty Berberich (Hon); 3. Gerry Bennett (Hon); 4. Richard Spangler (Kaw); 5. Richard Custard (Hon).

40+: 1. Gerry Bennett (Hon); 2. Bill Reiss (Hon); 3. William Bagby (Hon); 4. Gary Delph (Hon); 5. Mike Allen (Hon).

Grabiel grabs gold at Richwood Fair MX

By Rupert X. Pellett

RICHWOOD, OH, SEPT. 9

Jared Grabiel has used his short-course expertise to become a master of the American Motosports Fair Series tracks. The Suzuki-riding youth from Mount Gilead, Ohio, has only lost a few of the dozens of motos he has entered this year. At the Richwood Fair, Grabiel was perfect. Capturing both the 80cc (7-11) class and the combined 80cc/Extra division, Grabiel rode the wheels off his yellow machine. KTM 65 rider Zach Ames finished second behind Grabiel in the 80cc (7-11) class. Ames dominated the 65cc group, however, as the native of Prospect, Ohio, ruled on his orange machine. Finishing second was Nelsonville's Jake Mohney on his Kawasaki 60. CN

Results

50 (4-6): 1. Jordan Strickland (Cob); 2. Westen Hale (Cob); 3. Christian Parrish (Cob).

50 (7-8): 1. Levi Kilbarger (Cob); 2. Andrew Murname (Cob); 3. Corey Carr (Cob).

65: 1. Zach Ames (KTM); 2. Jake Mohney (Kaw); 3. Corey Anthony (Kaw).

80 (7-11): 1. Jared Grabiel (Suz); 2. Zach Ames (KTM); 3. Jake Mohney (Kaw).

80 (12-15): 1. Andrew Hyder (Kaw); 2. Ross Adams (Yam); 3. Crystal Williamson (Kaw).

80 EXTRA: 1. Jared Grabiel (Suz); 2. Andrew Hyder (Kaw); 3. Ross Adams (Yam).

SCHBY: 1. Chris Poland (Hon); 2. A.J. Meade (Suz); 3. Ricky Custard (Hon).

125 PRO: 1. Mike Dauch (Hon).

125 B: 1. Tony Robinson (Kaw); 2. David Rife (Kaw); 3. Marcus Biggs (Yam).

250 PRO: 1. Rob Hill (Yam); 2. Justin Story (Hon).

250 B: 1. Adam Smith (Hon); 2. Jerry Barlow (Suz); 3. Jim Witteman (Hon).

OPEN: 1. Jim Witteman (Hon); 2. Richard Custard (Hon); 3. Dwight Voltz (Kaw).

25+: 1. Rob Hill (Yam); 2. Justin Story (Hon); 3. Jim Witteman (Hon).

30+: 1. Bill Reiss (Hon); 2. Gerry Bennett (Hon); 3. Marty Berberich (Hon).

40+: 1. Gerry Bennett (Hon); 2. Bill Reiss (Hon); 3. Gary Delph (Hon).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
10/4 Phillip Island, Australia, Rnd 13
10/18 Nelson Piquet, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

World Superbike C'ship Series
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

AMA/MBNA Superbike Series
10/2-4 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA U.S. Open of Supercross
10/10 Las Vegas, NV
10/11 Las Vegas, NV
Info: 702/566-1453

AMA National Hare Scrambles Series
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA National Hare and Hound Series
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National Cross Country Series
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
10/11 Oregonia, OH, Rnd 13
Info: 614/891-2425

AMA Grand National Championship Series
10/3 Las Vegas, NV, Rnd 18
10/11 Del Mar, CA, Rnd 19
Info: 614/891-2425

AMA Prostar National Drag Racing Series
10/10-11 Houston, TX, Rnd 7
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West Drag Racing Series
10/17-18 Phoenix, AZ, Rnd 4
Info: 256/852-1101

AMA U.S. Eastern Motocross Fall Series
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
10/11 Altair, TX
11/8 Rathmann, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four-Stroke National
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State Championship Series
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA/District 36 Vintage Dirt Track Championship Series
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track C'ship Series
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series
10/4 Long Barn, CA, Rnd 6
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 27 Dirt Track Series
10/17 Elma, WA
11/27 Elma, WA
Info: 253/845-8166

AMA/District 34 Family Motocross Series
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series
11/14 Foresthill, CA, Rnd 4
11/22 Stonyford, CA, Rnd 5
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
1/16-17 Ridgecrest, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series
10/24-25 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series
10/10 Del Mar, CA
10/18 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA GFTL Semi-Pro Dirt Track Series
10/24-25 McRae, GA, Rnd 10
11/21 TBA
Info: 770/962-7888 or 770/339-3997

AMA Mid South Championship Winter Hare Scrambles Series
10/11 Greenville, KY
10/25 Lawrenceburg, TN
11/8 Lynnville, IN
11/21 Hohenwald, TN
12/6 Fordsville, KY
12/13 Jonesboro, IL
1/10 Maplesville, AL
2/7 New Johnsonville, TN
2/21 Van Leer, TN
3/14 Cadiz, KY
3/28 Charlotte, TN
Info: 615/859-0873

Checkered Flag Dirt Track Series
10/10 Wrens, GA
11/7 Wrens, GA
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/Sound Of Thunder Series
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
11/28 Frank Raines Park, CA
Info: 715/842-9699

AHRMA Dixie Cup Road Race Series
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Midwest Regional MX Series
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA/El Dorado Cycle Midwest Trials Series
10/10 White City, IL
10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northeast Regional MX Series
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional MX Series
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA H&H KTM Southeast GP Series
10/25 Lookout Mountain, GA
Info: 770/986-3213

AHRMA Southeast Dixie Series
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southeast Regional MX Series
10/11 Reddick, FL
Info: 770/986-3213

AHRMA Southeast Regional Trials Series
10/3 Millersville, AL
Info: 334/826-1969

AHRMA Southwest Regional MX Series
11/8 Tulare, CA
11/22 Peoria, AZ
Info: 909/929-6772

AHRMA/Western Regional Dirt Track Series
10/4 Lodi, CA
10/24 Tulare, CA
10/25 Tulare, CA
Info: 818/992-5343

PJ1 National Arenacross Series
11/6-8 Des Moines, IA
11/13-15 Worcester, MA
11/20-22 Jacksonville, FL
11/27-29 Perry, GA
12/4-6 Rockford, IL
1/1-3 Fort Worth, TX
1/8-10 Grand Rapids, MI
1/15-17 Hampton, VA
1/22-24 Baltimore, MD
1/29-31 Niagara Falls, NY
2/5-7 Winston-Salem, NC
2/12-14 Guthrie, OK
2/19-21 Denver, CO
2/26-28 Sacramento, CA
3/5-7 Portland, OR
3/19-21 San Jose, CA
3/26-28 Salt Lake City, UT
Info: 630/566-6100

SERA Enduro Series
10/11 Clanton, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series
10/18 Wiggins, MS
11/15 Laurel, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/10 Maplesville, AL
2/7 Birmingham, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series
Florida Region
12/5-6 Homestead, FL
Northeast Region
10/3-4 Loudon, NH
Southwest Region
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
California Region
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions
10/28-11/1 Daytona Beach, FL
Info: 828/684-4297

North American Sport Bike
10/20-25 Daytona Beach, FL
Info: 828/684-4297

WERA National Endurance Series
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA National Challenge Series
10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Vintage Series
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

ECEA C'ship Enduro Series
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Over The Hill Gang National Series
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Rocky Mountain Motocross Association
Summer Series
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
10/4 Berthoud, CO
10/11 TBA
Info: 303/988-7722

Alabama State C'ship MX Series
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL
10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

KTMXA Motocross Series
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Tennessee State Fairgrounds MX Championship Series
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

Tennessee Fall MX C'ship Series
10/3-4 Lawrenceburg, TN, Rnds 7, 8
10/24-25 Hohenwald, TN,
Info: 931/796-2298

New England State MX C'ships
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA
10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

Moriarty MX Series C'ships
10/17 Moriarty, NM
10/18 Moriarty, NM
Info: 505/888-7312

MARS Motorcycle Asphalt Racing Series
10/17 Hampton, VA
Info: 803/626-7959

New England Dirt Track Series
10/10 East Lempster, NH
Info: 978/874-1732

New England Trials Association
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

NETRA C'ship Enduro Series
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

Moose Midwest Enduro Series
10/25 Springfield Corners, WI
Info: 319/582-4864

IERA Enduro Series
10/4 Bartlett, IA
11/1 Morrison, IL
Info: 515/933-4872

IERA Hare Scrambles Series
10/11 Hills, IA
10/18 River Valley, IA
Info: 402/451-5244

MRA Suzuki Tri-State Challenge
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Southeastern Trials Riders Association C'Ship Series
10/3-4 Millersville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid-East Hare Scrambles Series
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

La Playa Motocross Grand Prix Series
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Rocky Mountain Enduro Circuit
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma Cross Country Series
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

Missouri Hare Scrambles Championship Series
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

CMRRA 50cc/125cc C'ship Road Race Series
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

CMC Sunstar Trans-Cal Motocross Nationals
South
10/4 Palmdale, CA, Rnd 3
10/11 San Jacinto, CA, Rnd 4
Final Showdown
10/24-25 Marysville, CA
Info: 949/367-1141 or SPCMCMX@aol.com

GFI Fall Motocross Series
10/4 Perris, CA Rnd 3
10/25 San Jacinto, CA Rnd 4
Info: 909/653-4042

GFI Elsinore GP
11/7 Elsinore, CA
11/8 Elsinore, CA
Info: 909/653-4042

GFI Fall Series
North
10/4 Hollister, CA
10/11 Tracy, CA
10/18 Turlock, CA
Info: 209/656-9682

KORR Hare Scrambles Championship Series
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR Motocross Championship Series
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

Sunflower State C'ship Series
10/11 Lyndon, KS
Info: 785/842-8272

MRAN Desert Series
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

USRA Desert Series
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA Motocross Series
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
10/4 Macon, GA
10/11 Roberta, GA
10/25 Bremen, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
10/4 Madera, CA
10/11 Madera, CA
10/25 Madera, CA
11/1 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

The 1998 White Brothers Vet World Championships

Sat & Sun • Oct 31 &Nov 1

Glen Helen Raceway

San Bernardino CA

See The Legends of American & European MX

Hannah • Robert • O'Mara • Mikkola • Glover • Goebers • LaPorte
Aberg • Bailey • Jonnsen • DeSoto • Howerton • Bickers & more

Racing for all Riders 25 & over
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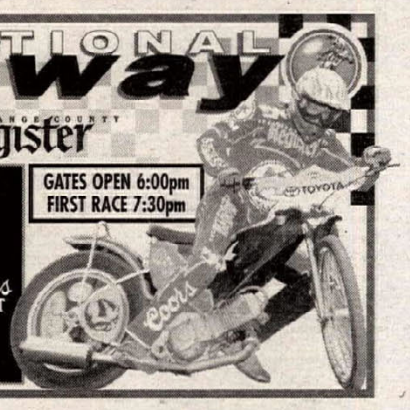
FOR INFO: 909-880-3090

WHITE BROTHERS

INTERNATIONAL **Speedway**
Orange County Fairgrounds, Costa Mesa
The Orange County Register

1998 "Coors Light" U.S. NATIONAL CHAMPIONSHIP
One Night Only!
Coors Light — *Featuring: The Top 20 Racers in the U.S.* — Coors Light
(Medieval Times Intermission Show)
October 3, 1998
For Ticket Information, Call 949/492-9933

GATES OPEN 6:00pm
FIRST RACE 7:30pm



GFI Elsinore Grand Prix
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Entries are now open!
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GFI RACING

What's happening? Cycle News Calendar.

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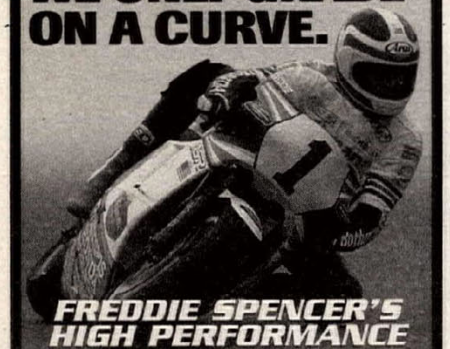

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1998 FALL CLASSES

Sept. 9-10	Oct. 23-24	Nov. 20-21
Sept. 21-22	Nov. 2-3	Dec. 1-2
Oct. 14-15	Nov 11-12	Dec. 15-16
Oct. 19-20	Nov. 14-15	

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LIVE AUCTION
2:00 PM
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STARWEST
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SATURDAY NIGHT RACING MAR-OCT
TWO TRACKS - MAIN & PEE WEE
On RAMONA EXPY 3 miles east of I-215
At the LAKE PERRIS FAIR GROUNDS
★★★ *OPEN RIDING PRACTICE* ★★★
TUES& THURS 4:30 - 9:30PM
SAT 9AM - 2PM
WED MINIS ONLY 4:30 - 9:30PM
"CALIFORNIA'S HOTTEST NIGHT TRACK"
MORE INFO
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909-657-8845
OTHER EVENTS IN ADDITION TO STARWEST SANCT BY NMA

CRC 1998 California Race Schedule
100% PRO PAYBACK

Saturday	Sept. 5	Saturday Nite Special	LACR
Monday	Sept. 7	CRC Outlaw GP - Outlaw Racing	LACR
Saturday	Sept. 12	Saturday Nite Special	LACR
Saturday	Sept. 19	Saturday Nite Special	LACR
Sunday	Sept. 20	GFI / CRC Motocross	LACR

Wed. Nite Practice April 15 to Sept. 23 • 4:00pm to 9:00pm
Fri. Nite Practice June 5 to Sept. 25 • 4:00pm to 9:00pm
CRC Info (805) 272-8889
www.netport.com/lacr-crc

Competition Park Motocross
Open Practice:
8:00 AM - 6:00 PM (All Tracks)
Thursday, Friday, Saturday, Sunday
Motocross / Int. Supercross / 60 & 80 / PeeWee
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CALENDAR

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VDTRA National Dirt Track Championship Series
10/4 Las Vegas, NV
Info: 719/541-2741

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
10/11 St. Joe, TX
Info: http://www.tccra.org

Nebraska Cornhusker Motocross Circuit
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

Florida Gold Cup Series
10/4 Ocala, FL
10/11 Reddick, FL
10/18 SunState Raceway, FL
10/25 Gainesville, FL
Info: 904/935-6872

Florida Winter Am Series
1/2-3 Gainesville, FL
1/10 Ocala, FL
1/17 Bradenton, FL
1/24 Reddick, FL
1/31 Dade City, FL
Info: 904/935-6872

SEPTEMBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

OCTOBER

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

*Denotes Pro Payback

Fri, Oct 2

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 3-4

ALABAMA TRIALS - AMA, STRA Championship, Millerville. Info: 334/826-1969.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy 254, Phillipsville. Info: 707/943-3029.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, China Lake 300, Motel 6, Ridgecrest. Info: 818/348-8381.

CALIFORNIA GRAND PRIX - AMA, District 37, Viewfinders MC, Glen Helen Raceway Park, San Bernardino. Info: 818/951-9627.

* KENTUCKY MOTOCROSS - Serious Racewear Mega Series, AMA, Kentucky State Championship, Victory Sports Racing, London. Info: 423/323-5497 or www.victory-sports.com.

* MARYLAND HARE SCRAMBLES - AMA, Western Maryland Off-Road Riders, Ironman Hare Scrambles Series, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* NEW JERSEY MOTOCROSS - 22nd annual Kawasaki Motocross Race of Champions, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Rnds 7 & 8, Rotary Park Fairgrounds, Lawrenceburg. Info: 931/796-2298.

TEXAS MOTOCROSS - Semi-Pro, Pro Circuit Regional Classic, AMA, Lake Whitney Motocross, Whitney. Info: 254/694-4271.

Sat, Oct 3

* CALIFORNIA SPEEDWAY - International Speedway, Coors Light U.S. National Championship, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Motocross and Club Picnic, The New Sunrise MX Park, Adelanto. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Sunrise Park, OTHG race only, Adelanto. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #5, Women's Day. Info: 888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA NIGHT MOTOCROSS - West Florida Motocross Park, Milton. Info: 850/623-6038.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, Night Race, East Bend. Info: 336/699-3629.

* OHIO SHORT TRACK - Honda Hills, Thornville. Info: 740/323-3766.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO ROAD RACE - Fasttrax Road Race Series, Nelson Ledges Road Course, Garrettsville. Info: 330/494-8410.

* OHIO SHORT TRACK - Honda Hills, Linnville. Info: 740/323-3766.

TEXAS MOTOCROSS - Rider of the Month awards, Village Creek Motocross Park, Fort Worth. Info: 817/572-7713 or 483-5028.

Sun, Oct 4

ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Speedworld Wittman. Info: 520/639-0387.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Combo Series, Super MX, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 3, South, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Rnd 3, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA MOTOCROSS - 101 Bowl MX Park, Salinas Valley Fairgrounds, King City. Info: 831/385-3243 or mxrott@inreach.com.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA ENDURO - Merced Dirt Riders, District 36, AMA, Fall Enduro Series, Frasier Flat, Long Barn. Info: 209/526-3957 or 209/586-3986.

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Watkins Sports Riders Association, Watkins. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

* COLORADO MOTOCROSS - SRAC, 23rd round of the MX Series, Rocky Mountain Promotions GP, Berthoud. Info: 303/988-7722 or 303/989-7436.

* GEORGIA MOTOCROSS - Championship Series, Echonnee Motocross, Macon. Info: 912/788-8227 or 935-5420.

ILLINOIS ENDURO - 37th annual Big Red, Cahokia Creek Dirt Riders Inc., White City. Info: 217/835-4042.

INDIANA HARE SCRAMBLES - Black Coal National Hare Scrambles, Lynnville. Info: 812/897-6814.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach. Info: 011/52-661-22525.

MICHIGAN HARE SCRAMBLES - AMA, District 14, Frelin, Imlay City. Info: 517/681-2215 or http://www.geocities.com/Baja/Canyon/4997.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEVADA MOTOCROSS - MX West, Nevada Motocross Development, Rnd 2, Fall Series, Stead MX Track, Reno. Info: 702/787-7269 or jaja@oasisol.com.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

* NEW YORK MOTOCROSS - Hunt Motocross Park, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, U.S. Eastern Pro-Am, Districts 29 & 13, East Bend. Info: 336/699-3629.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club, Lisbon. Info: 330/482-2971.

OHIO MOTOCROSS - MRA, Stars of Tomorrow Youth Championship, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO SWAP MEET & BIKE SHOW - Abate of Ohio, Region Zero 6th annual Party and Roast. Info: 330/654-2761 or 330/872-1050.

OHIO ROAD RACE - Fasttrax Road Race Series, Nelson Ledges Road Course, Garrettsville. Info: 330/494-8410.

OREGON ROAD RACE - Oregon Motorcycle Road Racing Association, Portland. Info: 503/221-1487.

* OREGON MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 3, Pacific Northwest, Albany SX Track, Albany. Info: 541/928-4474.

PENNSYLVANIA HILLCLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

VIRGINIA HARE SCRAMBLES - Virginia State Championship, Blue Ridge Cycle Club, Martinsville. Info: 540/632-5931.

* WASHINGTON MOTOCROSS - AMA, Washougal MX Park, Washougal. Info: 541/673-1671.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle MC, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

Tues, Oct 6

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

Oct 9-10

CALIFORNIA POWERSPORTS AUCTION - Repo Auction, Dealer Only of Motorcycles, Dirt Bikes, Atv, Watercraft and Ski Mobiles, Poway. Info: 619/513-1500 or ww.cyclexpress.com.

Oct 9-11

CALIFORNIA JAMBOREE - CORVA Jamboree, Quail Canyon, Hungry Valley SVRA, Gorman. Info: 800/42-CORVA, ext. 509.

Fri, Oct 9

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Oct 10-11

CALIFORNIA ROAD RIDE - Los Angeles Harley-Davidson & Buell, overnight ride to Borrego Springs Resort. Info: 562/408-6088.

MARYLAND ROAD RACING - Eastern American Road Racing Association, Monrovia Raceway, Frederick. Info: 757/484-4688.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

CALIFORNIA DUAL SPORT - Ridge Runners MC, AMA National Dual Sport, Angels Camp to Carson City Nevada. Info: 408/688-2857.

Sat, Oct 10

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA MOTOCROSS - CMA, Little Okie, Night Race, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - REM Saturday MX, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

GEORGIA MOTOCROSS - Monroe Offroad Ranch, Monroe. Info: 770/267-7978.

MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NORTH CAROLINA SUPERCROSS - NAME, Night time Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - Malvern Motocross Park, Harding's Park Cycle Night. Info: 330/262-4945.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, AHRMA Vintage Motocross and Vet C'Ships, Clifford. Info: 717/222-9290.

* TENNESSEE STADIUM MOTOCROSS - KTMXA, Paris Dirt Trackers, Rnd 5, 8th annual Tennessee State Fairgrounds MX Championship Series, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, Oct 11

ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Verde Valley Motorplex, Cottonwood. Info: 520/639-0387.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 4, South, Competition Park, San Jacinto. Info: 909/654-2126.

CALIFORNIA MOTOCROSS - CMMC, Rnd 17, Barona Oaks. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 4, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

* FLORIDA MOTOCROSS - Unlimited Sports, Motocross of Marion County, Reddick. Info: 352/591-2050 or 591-2377.

* GEORGIA MOTOCROSS - AMA, Dixie MC Sports Inc., Hillbilly Hills MX, Roberta. Info: 912/788-0413.

ILLINOIS MOTORCYCLE SHOW - J&P Promotions, 17th annual Motorcycle Parts Extravaganza and Ride-in Bike Show, Will County Fairgrounds, Peotone. Info: 319/462-6011.

* IOWA MOTOCROSS - MX Kingdom Inc., Des Moines. Info: 515/285-6910.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Owenton. Info: 606/472-3442.

KENTUCKY MOTOCROSS - AMA, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Greenville. Info: 615/859-0873 or msws.org.

MICHIGAN MOTOCROSS - MRA, The Milan Grand Prix of Motocross, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

MICHIGAN HARE SCRAMBLES - AMA, District 14, Morelands MC, Stanton. Info: 517/234-6631 or http://www.geocities.com/Baja/Canyon/4997.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, HLR Motorsports, Moberly. Info: 660/263-4296.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW JERSEY MOTOCROSS - AMA, Normal Semi-Pro Race Day, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec. Info: 970/533-9747 or 505/325-4195.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO CROSS COUNTRY - Racer Productions Inc., Little Beaver, Lisbon. Info: 304/284-0084.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

* OHIO HARE SCRAMBLES - CRA, Wagner Racing Promoter, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 2nd annual Boyesten/Twin Air Youth Nationals, Clifford. Info: 717/222-9290.

* PENNSYLVANIA MOTOCROSS - State Championship, District 5, M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

* SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, AMA, Victory Sports Racing, Sand Hill MX, Chesterfield. Info: 423/323-5497 or www.victory-sports.com.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Yamaha and Kawasaki contingency race, Trail Blazers, St. Joe.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Altair. Info: 409/732-9171.

TEXAS MOTORCYCLE SHOW - The 10th annual Motorcycle Expo, Show, Swap Meet, Arlington Convention Center. Info: 972/216-5520.

TEXAS MOTOCROSS - Texas State Championship MX Series, Rnd 4, Swan Cycle Park, Tyler. Info: 903/882-4215.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Oct 16-17

* CALIFORNIA INDOOR MOTOCROSS - On Trac Events, CMC, San Diego Sports Arena, San Diego. Info: 702/267-4392.

Oct 16-18

* TENNESSEE MOTOCROSS - Serious Racewear Mega Series, Suzuki Top Gun Showdown, Victory Sports Racing, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, Oct 16

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 17-18

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 10, Rosamond. Info: 805/256-1234.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Southern California National, Hungry Valley MX Park, Hungry Valley. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - AHRMA, Vintage National Motocross, AMA, Santa Clara Riders Unlimited, Hollister Hills, SVRA, Hollister. Info: 831/663-1014 or 408/264-6610.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

NEVADA DUAL SPORT RIDE - AMA National, District 37, Tour N' Trail, Rancho Mesquite Casino/Holiday Inn, Mesquite. Info: 818/890-2209.

NEW MEXICO MOTOCROSS - NMCC and AMA, Motocross at Moriarty. Info: 505/888-7312.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, AMA, Greenville MX Park, Greenville. Info: 903/450-0017.

WEST VIRGINIA HILL CLIMB - Jacks Run Hill Climb Club, Season C'ship, Ripley. Info: 304/372-2269.

Sat, Oct 17

CALIFORNIA MOTOCROSS - CMXR Summer/Fall Series, Carlsbad Raceway, Event #6, Series Final. Info: 888/550-MOTO.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, Barona Speedway, San Diego. Info: 619/427-0979.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, AMA, Districts 37 & 38, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - CMA, Little Okie, Night Race, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Carlsbad Raceway, CMXR, Carlsbad. Info: 714/996-8327.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - Malvern Motocross Park, Rider Appreciation Night. Info: 330/262-4945.

* TENNESSEE STADIUM MOTOCROSS - KTMXA, Paris Dirt Trackers Inc., Rnd 6, 8th annual Tennessee State Fairgrounds MX Championship Series, Jackson/Madison County Fairgrounds, Jackson. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

* VIRGINIA ASPHALT HALFMILE - AMA, MARS Langley Speedway, March of Dimes, Hampton. Info: 843/626-9455 or 757/865-1100.

Racing on the Tube

October Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Date	Time	Event	Network
10/1/98	4:30 AM	MW2 Rev It Up	ESPN2
10/1/98	6:30 PM	MotoWorld	ESPN2
10/2/98	6:30 PM	MW2 Rev It Up	ESPN2
10/4/98	11:00 AM	MotoWorld (R)	ESPN2
10/4/98	5:00 PM	FIM World GP 500-Australia (Same day delay)	Speed
10/4/98	5:00 PM	FIM World Superbike-Japan (Same day delay)	Fox
10/4/98	10:00 PM	FIM World Superbike-Japan (Same day delay)	Speed
10/5/98	7:00 PM	Bike Week-Steamboat Springs Vintage Days-Part 2	Speed
10/6/98	4:30 AM	MotoWorld (R)	ESPN2
10/6/98	8:00 PM	FIM World GP 250-Catalunya	Speed
10/6/98	9:00 PM	FIM World GP 125-Catalunya	Speed
10/8/98	6:30 PM	MotoWorld	ESPN2
10/10/98	1:00 AM	AMA US Open of Supercross-Las Vegas (Live)	Speed
10/11/98	9:00 AM	MotoWorld (R)	ESPN2
10/11/98	5:00 PM	FIM World Superbike-Malaysia (Same day delay)	Fox
10/13/98	4:30 AM	MotoWorld (R)	ESPN2
10/13/98	7:00 PM	Bike Week-Steamboat Springs Vintage Days-Part 3	Speed
10/13/98	8:00 PM	World Ducati Weekend-Robert Carradine, host	Speed
10/15/98	6:30 PM	MotoWorld	ESPN2
10/16/98	6:30 PM	MW2 Rev It Up	ESPN2
10/17/98	5:00 AM	MotoWorld (R)	ESPN2
10/17/98	7:30 PM	American Thunder-Cruiser Show	Speed
10/18/98	5:00 PM	FIM World GP-Brazil (Same day delay)	Fox
10/18/98	10:00 PM	FIM World GP 500-Brazil (Same day delay)	Speed
10/20/98	7:00 PM	Bike Week-Internet Motorcycle Show-Part 1	Speed
10/20/98	8:00 PM	FIM World GP 250-Australia	Speed
10/20/98	9:00 PM	FIM World GP 125-Australia	Speed
10/20/98	10:00 PM	Formula USA MCTV-Recap-Part 1	Speed
10/21/98	3:30 AM	MotoWorld (R)	ESPN2
10/22/98	6:30 PM	MotoWorld	ESPN2
10/24/98	3:00 AM	MotoWorld (R)	ESPN2
10/24/98	5:00 AM	MW2 Rev It Up	ESPN2
10/25/98	5:00 PM	FIM World GP-Argentina (Same day delay)	Fox
10/25/98	10:00 PM	FIM World GP 500-Argentina (Same day delay)	Speed
10/27/98	7:00 PM	Bike Week-Internet Motorcycle Show-Part 2	Speed
10/27/98	10:00 PM	Formula USA MCTV-Recap-Part 2	Speed
10/28/98	3:30 AM	MotoWorld (R)	ESPN2
10/29/98	6:30 PM	MotoWorld	ESPN2
10/30/98	6:30 PM	MW2 Rev It Up	ESPN2
10/31/98	12:00 PM	MotoWorld (R)	ESPN2

AT= American Thunder

If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.

Del Mar Vintage Short Track AHRMA National

AMA SANCTIONED

3rd Annual Skip Van Leeuwen

SAN DIEGO FLAT TRACK ASSOCIATION

American Historic Racing Motorcycle Association

Location: Horse Arena, Del Mar Fairgrounds, Del Mar, California

Date: Saturday, Oct. 10, 1998 (Del Mar Mile Weekend)

Time: Gates Open 2:00 pm, Practice 4:00 pm, Heats 5:00 pm, Semi and Main Events Races 7 to 10 pm

Send Entry Form and Fees to:
SDFTA 11047 Pallon Way
San Diego, CA. 92124

Info: 619-425-2836
24 hr HOTLINE & Fax:
619-277-1591

SSCMX Motor Racing

HUNGRY VALLEY SVRA MOTOCROSS PRACTICE

Every Thursday - 1:00pm - Dusk
Every Saturday - 9:00am - 2:00pm
Every Sunday thru the summer - 9:00am - 2:00pm
805-294-0020 WWW.reset-inc.com/sscmx

WSM WILLOW SPRINGS MOTORCYCLE CLUB

Motorcycle Road Racing on "The Fastest Track in the West"
Motorcycle Road Racing
3rd Sunday every month
Next Event - October 17 & 18
INFO (805) 256-1234
http://members.aol.com/racewsmc

REM Saturday MX
at Glen Helen Raceway
NO RACE - October 3
Saturday MX - October 10
NO RACE - October 17
No Membership Required!•New Motocross Racetrack.
For Info (619) 484-1441

GNC Top Texan Series
October 4 • October 18
November 1 • November 15
Mosier Valley USA - Arlington, TX
Call: 214-351-9900
www.gncmx.com
Suz • Yam • Kaw • Factory Contingencies
GNC MOTOCROSS

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

KTM MOTORCYCLES
Oakland Sport Center
PARTS IN STOCK
4232 Dixie Hwy. Waterford, MI 48329
(248) 673-3366 (248) 673-8144 FAX
UPS Daily

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1998 Racing Schedule

http://www.onoffroad.com

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma. Info: 425/745-4010.

Sun, Oct 18

* ARKANSAS HARE SCRAMBLES - AHSC Series, Dirt Bike Mike Promotions, Lost Creek Park, Amity. Info: 870/342-5373 or www.harescramble.com.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA GRAND PRIX - CRC, Combo Series, Gremlin GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association Inc., Temecula Speedway, Temecula. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - MSR/Yamaha of Modesto GFI Fall Series, Rnd 5, Oatfield Raceway, Turlock. Info: 209/656-9682.

CALIFORNIA ENDURO - AMA, District 37, Training Wheels MC, Charlie's Place, Red Mountain. Info: 714/848-0918.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Del Mar. Info: 619/277-1591 or tritt@pacbell.net.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville. Info: 707/943-3029.

* GEORGIA HARE SCRAMBLES - AMA, SETRA, GMP Promotions, Aonia Pass MX, Washington. Info: 706/678-3737.

INDIANA MOTOCROSS - Steeltown Motocross Park, Dash For Cash, Chrisney. Info: 888/957-RACE or 812/925-8850.

MARYLAND MOTOCROSS - AMA, District 7, Antietam Motorcycle Club, Semi-Pro, Amateur, Hagerstown. Info: 301/797-8686.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Binghamton. Info: 607/849-4438.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO MOTOCROSS - MRA, Final Points Battle, Sandusky Valley Riders MC, Tiffin. Info: 419/927-MOTO or www.racemra.com.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., District 5 State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5, State Championship, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM916 or www.teampromotion.com.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle MC, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

Oct 23-24

* GEORGIA ARENACROSS - AMA, Donny Banks Paradise Off-Road Park, Rnd 2, Central City Park, Macon. Info: 912/475-5711.

Oct -23-25

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

Fri, Oct 23

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

Oct 24-25

CALIFORNIA POKER RUN - High Desert Charities, Bureau of Land Management, Barstow. Info: 760/252-3093.

CALIFORNIA DUAL SPORT - AMA, District 36, ACT, Mendocino National Forest, Upper Lake. Info: 650/948-9110.

CALIFORNIA DIRT TRACK - AHRMA, Dirt Track Series, Tulare Cycle Park, Tulare. Info: 209/685-0503.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Awards Day, Peery's Outdoor MX, Hohenwald. Info: 931/796-2298.

TENNESSEE OBSERVED TRIALS - AMA/STRA Championship, two-day Modern Competition, Motorcycle Vacation Resort, Sequatchie. Info: 423/942-8688.

Sat, Oct 24

CALIFORNIA MOTOCROSS - REM, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* CALIFORNIA FREE STYLE - LXD, Free Ride Motocross Championship, Orange County Fairgrounds, Costa Mesa. Info: 310/589-0733.

CALIFORNIA MOTOCROSS - CMA, Little Okie, Night Race, Madera. Info: 209/673-8080.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350 or 513/625-9987.

* OHIO MOTOCROSS - AMA, American Motosports Inc., Vinton Motocross Park, McArthur. Info: 740/756-1267.

OREGON BANQUET - Old-Timers of Portland, 15th annual, Holiday Inn, Wilsonville, Portland. Info: 503/232-9253.

* TENNESSEE STADIUM MOTOCROSS - KTMXA, Paris Dirt Trackers Inc., final round, 8th annual Tennessee State Fairgrounds Motocross Championship Series, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

* VIRGINIA SHORT TRACK - Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

Sun, Oct 25

ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Speedworld, Wittman. Info: 520/639-0387.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Series, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - GFI Racing, GFI Fall Series Rnd 4, Competition Park, San Jacinto. Info: 909/653-4042.

CALIFORNIA DIRT TRACK - AHRMA, Western Regional Dirt Track Series, Tulare. Info: 818/992-5343.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 1, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA CYCLE SHOW AND SWAP MEET - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA HARE AND HOUND - AMA National Championship Hare and Hound, 100s MC, Johnson Valley. Info: 909/944-0577.

* FLORIDA MOTOCROSS - County Line MX Park, Fountain. Info: 850/769-9505 or 722-7616.

GEORGIA TRUE GRITS FUN RUN - 1998 Tour de Grit, 16th annual Invitational, Suches. Info: 706/747-5151.

* GEORGIA MOTOCROSS - AMA, Georgia Championship Motocross Series Finale, Full Factory Contingencies, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

ILLINOIS HARE SCRAMBLES - AMA, Little Egypt Offroad MC, Jonesboro. Info: 618/252-2062.

INDIANA CROSS COUNTRY - Racer Productions Inc., Ironman, Crawfordsville. Info: 304/284-0084.

LOUISIANA MOTORCYCLE EXPO - The 10th annual Motorcycle Expo, Show, Swap Meet, Shreveport Convention Hall. Info: 972/216-5520.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MICHIGAN HARE SCRAMBLES - AMA, District 14, Morelands MC, Stanton. Info: 517/234-6631 or http://www.geocities.com/Baja/Canyon/4997.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, X-2, Grain Valley. Info: 816/331-6934.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEVADA MOTOCROSS - MX West, Nevada Old-Timers, Rnd 3, Fall Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@oasisol.com.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

* NORTH CAROLINA MOTOCROSS - AMA, Districts 13 & 29, Double Fall Series, Elizabeth City Motocross Track, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

OHIO MOTOCROSS - Ironman Grand Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OKLAHOMA DIRT TRACK - Total Performance Racers, Tulsa Speedway, Tulsa. Info: 918/836-6999.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 16th annual Santich Cycles Group of Motocross, Clifford. Info: 717/222-9290.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Lawrenceburg. Info: 615/859-0873 or msws.org.

TEXAS MOTOCROSS - Texas State Championship MX Series, Swan Cycle Park, Tyler. Info: 903/882-4215.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

Oct 30-Nov 1

CALIFORNIA JAMBOREEE - CORVA Jamboree, Frank Rains Park, Stanislous County. Info: 800/42-CORVA ext. 501.

Fri, Oct 30

GEORGIA SUPERCROSS - High Falls Supercross, Night Racing, High Falls. Info: 770/358-6111.

Oct 31- Nov 1

CALIFORNIA DUAL SPORT - Team Dual Dogs, Riders of the Round Table Dual Sport Ride, Quail Valley Recreational Village, California Hot Springs. Info: 805/701-1913 or www.dualdogs.com.

* CALIFORNIA GRAND PRIX - District 37, Rnd 6 of Big 6 Grand Prix Series, Prospectors MC, Quail Canyon, Gorman. Info: 310/322-3612 or 562/421-0128.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Countdown, Kernville 250/Motel 6, Ridgecrest. Info: 818/348-8381.

MICHIGAN MOTOCROSS - Baja Acres, Birch Run Road, Millington. Info: 517/871-3356.

* OHIO HARE SCRAMBLES - Action Sports Promotion, AMA, Championship of the World, Albany. Info: 740/594-6686.

* SOUTH CAROLINA MOTOCROSS - Winters Marketing Ultra Series, AMA, Victory Sports Racing, Camp Coker MX, Society Hill. Info: 423/323-5497 or www.victory-sports.com.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, Semi-Pro, Swan MX, Tyler. Info: 903/882-4215 or 882-7791.

* WASHINGTON GRAND PRIX - Over The Bars Gang, Goldendale. Info: 509/773-4853 or Merland@gorge.net.

Sat, Oct 31

* CALIFORNIA MOTOCROSS - Saturday Night MX, Starwest Motocross Park, Lake Perris Fairgrounds, Moreno Valley. Info: 909/943-4535 or 909/657-8845.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

GEORGIA MOTOCROSS - Monroe Off-road Ranch, Monroe. Info: 770/267-7978.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

TEXAS MOTOCROSS - Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

Sun, Nov 1

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 2, Oatfield Raceway, Turlock. Info: 209/656-9682.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series Rnd 1, Hardrock Cycle Park, Ocala. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

* GEORGIA MOTOCROSS - AMA, Trans-MX Series, Rnd 11, GMP Promotions, Aonia Pass MX, Washington. Info: 706/678-3737.

KENTUCKY MOTOCROSS - Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Extreme Park, Merwin. Info: 913/859-9318.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

NEW YORK HARE SCRAMBLES - AMA District 34, Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/566-4956.

OHIO MOTOCROSS - Ironman Grand Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

* WASHINGTON MOTOCROSS - Squisher Racing, CMC, Horn Rapids ORV. Info: 509/837-3595.

Nov 6-8

* FLORIDA ARENACROSS - Motornationals Inc., Southeast Livestock Pavilion Covered Arena, Ocala. Info: 904/743-5111.

Nov 7-8

CALIFORNIA EURO SCRAMBLES - District 37, Fun Team Racing, Camp Rock Road, Lucerne. Info: 714/879-5529.

NEVADA GRAND PRIX - Jackrabbits MC, MRAN, Beatty. Info: 702/399-7352.

Sat, Nov 7

CALIFORNIA MOTOCROSS - REM, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA SCRAMBLE - AHRMA Vintage Scramble, Tulare Cycle Park, Tulare. Info: 209/685-0503.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, Night Race, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - AMA, District 11, Dirt Country Raceway. Info: 513/625-7350 or 513/625-9987.

TEXAS MOTOCROSS - Rider of the Month Awards, Village Creek Motocross Park, Night Race, Fort Worth. Info: 817/572-7713 or 483-5028.

Sun, Nov 8

* ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Pinson. Info: 205/681-8317.

ARIZONA RIDE FOR KIDS - Phoenix International Raceway, Phoenix. Info: 800/253-6530.

ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Verde Valley Motorplex, Cottonwood. Info: 520/639-0387.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 2009/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 3, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Glen Helen, San Bernardino. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Hungry Valley, SSC, Hungry Valley. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - AHRMA Vintage Motocross National, Tulare Cycle Park, Tulare. Info: 209/685-0503.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series #2, Motocross of Marion County, Reddick. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

GEORGIA MOTOCROSS - AMA Trans MX Series, Paradise Off-Road Park, Macon. Info: 912/475-5711.

* INDIANA HARE SCRAMBLES - Mid-South Hare Scrambles Series, Lynnville City Park, Lynnville. Info: 615/859-0873 or msws.org.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - AMA, District 7, Antietam Motorcycle Club, Hagerstown. Info: 301/797-8686.

* NEVADA MOTOCROSS - MX West, Nevada Motocross Development, Rnd 4, Fall Series, Stead MX Track, Fernley. Info: 702/787-7269 or jaja@oasisol.com.

* NEW JERSEY HARE SCRAMBLES - AMA, ECEA, Motorcycle Competition Inc., On-Target Paintball Arena, Pemberton. Info: 609/758-8222.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Rathmann. Info: 409/732-9171.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

Nov 13-14

* CALIFORNIA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Cow Palace, San Francisco. Info: 702/267-4392.

Nov 14-15

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 11, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

TEXAS MOTOCROSS - Pro Circuit Regional Classic, AMA, Village Creek Motocross Park Inc., Fort Worth. Info: 817/572-7713 or 483-5028.

Sat, Nov 14

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

CALIFORNIA SPEEDWAY - San Diego Flat Track Association Inc., Temecula Speedway, AMA, Districts 37 & 38. Info: 619/277-1591.

GEORGIA MOTOCROSS - Monroe Offroad Ranch, Monroe. Info: 770/267-7978.

Sun, Nov 15

ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Speedworld Wittman. Info: 520/639-0387.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association Inc., Temecula Speedway. Info: 619/277-1591.

CALIFORNIA GRAND PRIX - CRC, Sponsorship Series, Wild Turkey GP, Glen Helen, San Bernardino. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 4, Carnegie Cycle Park, Livermore. Info: 209/656-9682.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State C'Ship Series Rnd 3, Dade City Raceway, Dade City. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

* GEORGIA MOTOCROSS - CRC Inc., FTR, Camden Racing Complex, Woodbine. Info: 912/576-3000.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

OHIO HARE SCRAMBLES - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

PENNSYLVANIA MOTORCYCLE SHOW - J&P Promotions, 3rd annual Motorcycle parts Extravaganza, east and west wings of Memorial Hall, York Fairgrounds, York. Info: 319/462-6011.

* VIRGINIA MOTOCROSS - AMA, District 13, Birch Creek Motosports Park, Danville. Info: 804/724-4392.

Nov 20-22

* NEVADA INDOOR MOTOCROSS - Power Cross, On Trac Events, CMC, Reno Livestock Events Center, Reno. Info: 702/267-4392.

Sat, Nov 21

CALIFORNIA MOTOCROSS - REM, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

GEORGIA MOTOCROSS - Monroe Off-road Ranch, Monroe. Info: 770/267-7978.

* TENNESSEE HARE SCRAMBLES - Mid-South Hare Scrambles Series, Hohenwald. Info: 615/859-0873 or msws.org.

NEVADA HARE SCRAMBLES - MRAN, Alamo. Info: 702/725-3451.

Sun, Nov 22

ALABAMA MOTOCROSS - Chandler Mountain Motocross Park, Pinson. Info: 205/681-8317.

ARIZONA MOTOCROSS - Grand Canyon State Series Suzuki Contingency, Ocotillo Raceway, Eloy. Info: 520/639-0387.

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CRC, Sponsorship Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA DUAL SPORT - Team Dual Dogs/KTM Galpin Ford California Dual Sports Series, Newhall. Info: 818/701-1913.

CALIFORNIA CYCLE SHOW AND SWAP MEET - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

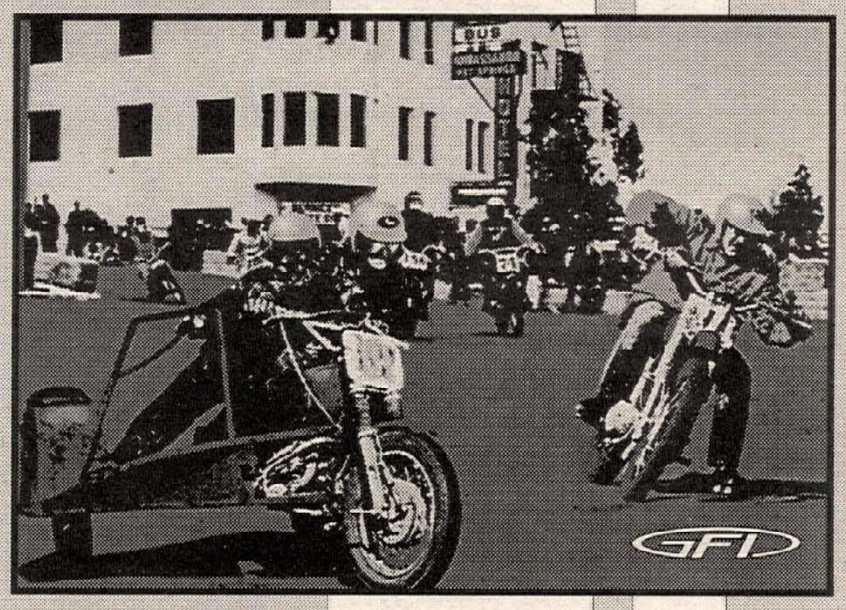
CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited/Yamaha of Modesto Gold Cup Octoberfest Series, Rnd 5, Oatfield Raceway, Turlock. Info: 209/656-9682.

NOVEMBER 7-8, 1998

ELSINORE GRAND PRIX

The Legend Lives On



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Thurs.,	Oct. 1	MX Practice 8:00am till DUSK
Sat.,	Oct. 3	Viewfinders GP (no mx practice)
Sun.,	Oct. 4	Viewfinders Grand Prix
Thurs.,	Oct. 8	MX Practice 8:00am till DUSK

AMA CALIF STATE MX CHAMPIONSHIP (Oct 17th & 18th)
WHITE BROTHERS WORLD VET CHAMPIONSHIP 10/31 & 11/1

TULARE CYCLE PARK
Tulare, CA Event Calendar

Sat.,	Oct. 24	AHRMA Dirt Track Series
Sun.,	Oct. 25	AHRMA Dirt Track Series T.T. (50 Lap Feature)
Sat.,	Nov. 7	AHRMA Vintage Scrambles
Sun.,	Nov. 8	AHRMA / Speed & Sport M.X. Nationals

All minors must be accompanied by a parent or a notarized legal guardian.
INFO (209) 685-0503

Riverside Old Timers
Over 40 MX Club
Serving All of Southern California

Sat.,	Oct. 3	Sunrise MX Park, Adelanto, CA (Gates Open at 7AM)
Sat.,	Oct. 17	Carlsbad Raceway, Carlsbad, CA (Gates Open at 8AM)

Info: (714) 996-8327 - (909) 279-6647

THE NEW SUNRISE MX PARK
Adelanto, CA - EXIT OF HWY 395
Open Practice Fri, Sat & Sun 8AM - 4 PM
Prepped and Watered Daily
Info: (760) 246-7557
PeeWee Track Coming Soon
www.proride.com

cma (209) 673-8080

Sat.,	Oct. 10	Little Okie - Madera, CA
Sat.,	Oct. 17	Little Okie - Madera, CA
Sat.,	Oct. 24	Little Okie - Madera, CA

Wed. Night Practices - Little Okie, Madera 5-9 pm

CMC Racing - 714/367-1141
CMC Sunstar Trans-Cal Motocross Nationals
4 So Oct. 4 th LACR, Palmdale, CA
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Sat.,	Sept. 26	Saturday Practice	(8AM - 1PM)	Perris
Fri.,	Oct. 2	Friday Night Practice	(5PM - 10PM)	Perris
Sat.,	Oct. 3	Saturday Practice	(8AM - 1PM)	Perris
Sun.,	Oct. 4	GFI Fall Series Round 3		Perris

Goat, Kawasaki, Suzuki and Yamaha contingency
GFI Elsinore Grand Prix November 7th & 8th

GFI RACING (209) 656-9682
A Rider for the Riders
Northern Region

Sun. Oct. 4	Hollister Hills GP Track,	Hollister, CA
Sun. Oct. 11	Carnegie Cycle Park	Livermore, CA
Sun. Oct. 18	Oatfield Race Way,	Turlock, CA
Sun. Oct. 25	Hollister Hills GP Track,	Hollister, CA

Saturday Practice 8am - 2pm prior to race events

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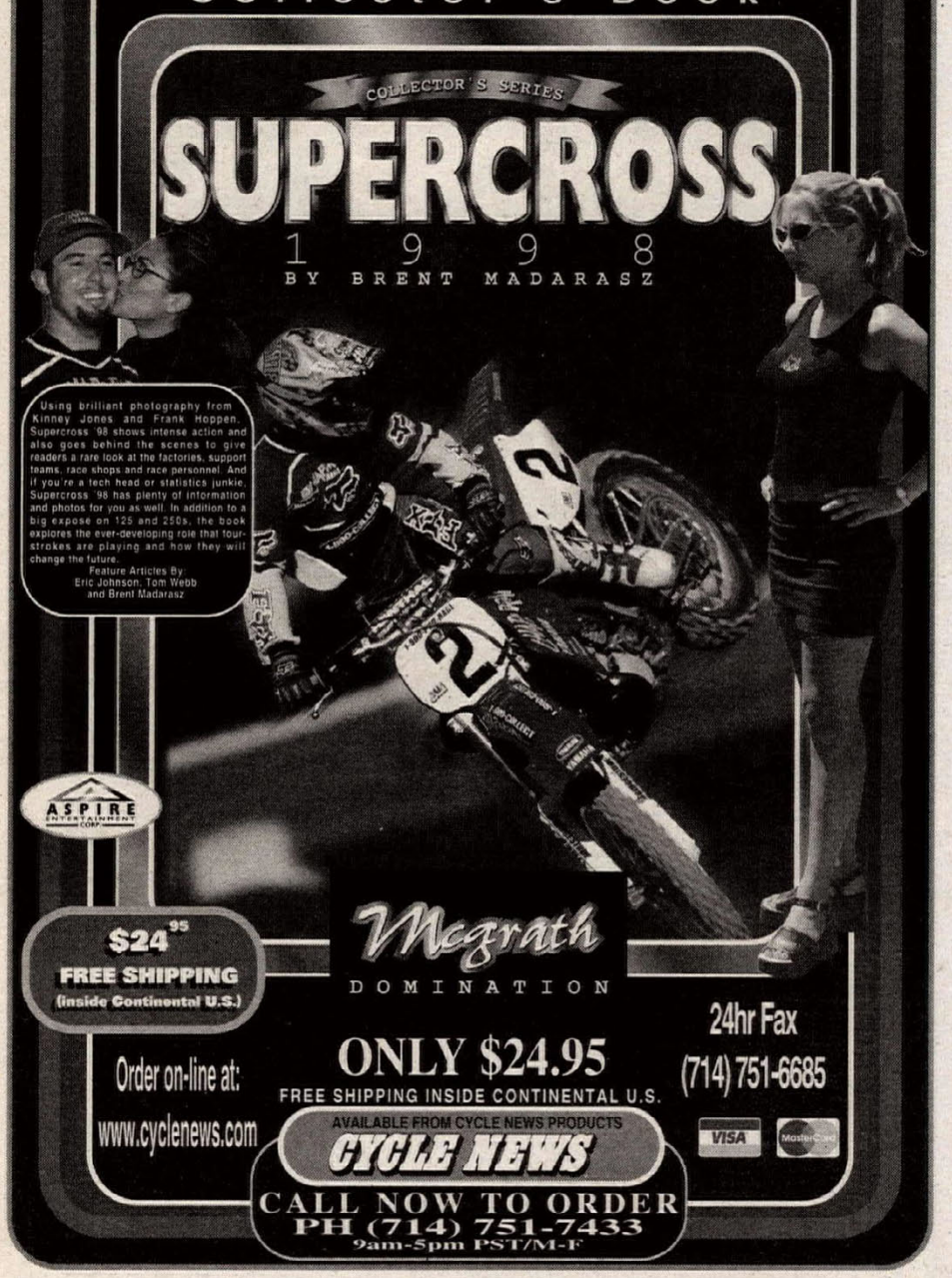
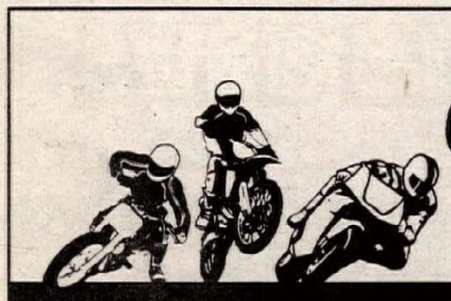
Collector's Book





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Clayton Memorial Foundation

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SUPER MOTOCROSS RIDERS WANTED

October 10, 1998

Two Special Events
Pro 1000 MX $1000 Pro Purse and some cold hard cash for "B & C" Riders & Quads
"4x4 TUG O' WAR" All Street Legal 4x4's
(Must be driven to track with plates and registration)
Awards for Classiest and Best Performer

Motocross Practice Every Tuesday from 4 PM till Dusk
Go-Kart Practice Every Wednesday from 5 PM till Dusk
Special Practice October 3 For Motocross & Go-Karts

Mansfield Motorsports Speedway
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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Grand Saline. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - AMA, District 13, Actiontown USA MX Park, Dillwyn. Info: 804/724-4392.

Nov 27-28

CALIFORNIA DUAL SPORT RIDE - AMA National, District 37, LA to Barstow to Las Vegas, Mountain Motorsports, Ontario. Info: 818/249-2141.

Thur, Nov 27

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Elma. Info: 425/745-4010.

Nov 28-29

UTAH MOTOCROSS - ZMA, St. George Motorcycle Club, St. George Raceway. Info: 435/673-0368.

Sat, Nov 28

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

LOUISIANA SPEEDWAY - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

Sun, Nov 29

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA ROUGH SCRAMBLES - RS Racing, Madera Fairgrounds, Madera. Info: 209/661-0706.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, Hollister Hills GP Track, Hollister. Info: 209/656-9682.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series Rnd 4, North Florida Raceway, Hillard. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City Motocross, Winter Series, Dixieland Motorsports Complex, Elizabeth City. Info: 757/549-7012.Dec 4-6

CALIFORNIA MOTORCYCLE SHOW - Cycle World, International Motorcycle Show, Advanstar Expositions, Long Beach Convention Center, Long Beach. Info: 800/331-5706 or www.mvgonline.com.

Dec 5-6

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

Sat, Dec 5

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

Sun, Dec 6

CALIFORNIA MOTOCROSS - CRC, Trophy Series, Edwards AFB. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

CALIFORNIA MOTOCROSS - GFI Racing, Oatfield Raceway, Turlock. Info: 209/656-9682.

* FLORIDA MOTOCROSS - AMA/Hardrock Cycle Park Promotions/District 8 State Championship Series, Rnd 5, SunState Raceway, Bradenton. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/.

KENTUCKY HARE SCRAMBLES - Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

* KENTUCKY HARE SCRAMBLES - Mid-South Hare Scrambles Series, Fordsville. Info: 615/859-0873 or msws.org.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach, BC, Mexico. Info: 011/52-661-22525.

* NEVADA MOTOCROSS - MX West, Reno OTHG, Rnd 5, Fall Series, Fernley International Raceway, Fernley. Info: 702/356-6043 or jaja@oasisol.com.

* NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Dixieland Motorsports Complex, Elizabeth City. Info: 757/549-7012 or www.ecmx.com.

* NORTH CAROLINA MOTOCROSS - 5th annual Dirt World Challenge, Dirt World Promotions, Montrose MX Park, Raeford. Info: 919/554-4467.

OHIO HARE SCRAMBLES - Sunset Ramblers Motorcycle Club of Galion. Info: 419/562-6931.

TEXAS HARE SCRAMBLES - Texas Championship Hare Scrambles Series, Fort Hood. Info: 409/732-9171.

Dec 11-13

CALIFORNIA MOTORCYCLE SHOW - Cycle World, International Motorcycle Show, Advanstar Expositions, San Mateo County Expo Center, San Mateo. Info: 800/331-5706 or www.mvgonline.com.

Sat, Dec 12

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

Sun, Dec 13

CALIFORNIA GRAND PRIX - CRC, Trophy Series, Merry Christmas GP, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTORCYCLE SWAPMEET - The Shop, Ventura County Fairgrounds, Agricultural Building, Ventura. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - CMA, Central California O'Neal Series, Madera. Info: 209/673-8080.

* FLORIDA MOTOCROSS - AMA, Hardrock Cycle Park Promotions, District 8 State Championship Series, Rnd 6, Gatorback Raceway, Gainesville. Info: 352/732-6697 or http://homepage.usr.com/h/hardrockcp/.

* ILLINOIS HARE SCRAMBLES - Mid-South Hare Scrambles Series, Jonesboro. Info: 615/859-0873 or msws.org.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEVADA MOTOCROSS - MX West, Nevada Old-Timers, Rnd 6, Fall Series, Fernley International Raceway, Fernley. Info: 702/423-8226 or jaja@oasisol.com.

Dec 19-20

CALIFORNIA ROAD RACE - WSMC, Willow Springs International Raceway, Rnd 12, Rosamond. Info: 805/256-1234.

UTAH MOTOCROSS - Zion Motocross Association, STGMX, St. George Raceway. Info: 435/673-0368.

Sat, Dec 19

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

RESULTS

Motocross
Suzuki Friday Night Series
Lake Geneva Raceway
Lake Geneva, WI
August 28
By Dave Deringer

50
Derek Muehlbauer Cob
Heather Roach Cob
Courtney Schemmel KTM
Westin Andrews KTM
Vaughn Mays KTM
60
Robert Loire KTM
Jack Rowe Kaw
Cory Iverson Kaw
Dennis Roushia Kaw
Dominick Jackson Kaw
80 JR
Dylan Martin Suz
Robert Loire Suz
Tony Kutzler Suz
Cory Iverson Kaw
Chad Westbrook Hon
80 SR
Brad Modjewski Suz
Ross Martin Suz
Matt Atherton Hon
Tad Tyrell Suz
Justin Kandler Yam
25+
James Heilman Kaw
Roy Nafzger Kaw
Tom Dretzka Suz
Denny Hacker Yam
Jeff Blaha Hon
35+
James Heilman Kaw
Roy Nafzger Kaw
Tom Dretzka Suz
Gregg Henkel Suz
Ron Mauer Hon
125 A
Eron Ezerins Suz
Tom Hofmaster Suz
Dave Oettel Kaw
Karter Busse Suz
Kevin Bell Suz
125 B
Zac Sapko Yam
Wade Johnson Kaw
Ryan Bond Yam
Randy Lamkin Suz
Rob Whalen Hon
125 C1
Andy Thyberg Suz
Jason Rowe Kaw
Justin Anderson Suz
Dan Simon Yam
Randy Rein Yam
125 C2
Chris Atherton Yam
Matt Atherton Hon
Chase Jacobsen Yam
Jason Hesprich Kaw
Richard Beake Hon
250 A
Tom Hofmaster Suz
Eron Ezerins Suz
Karter Busse Suz
Brian Clark Suz
Kevin Bell Suz
250 B
Zac Sapko Yam
Ryan Bond Yam
Brad Johnson Kaw
Matt Walraven Suz
Jesse Edge Kaw
250 C
Chris Atherton Yam
Shawn Biersteker Hon
Lance Wollin Yam
Greg Cullen Suz
Matt Albrecht Kaw
VINT
Keith Degrand Kaw
Jeff Sterling Suz
Tim Hubbard Kaw
John Meehan KTM
Todd Koziczkowski Yam

Motocross
AMA District 14
Morelands Motocross
Stanton, MI
September 5
By Terry Watts

50 BEG
Steven Halberstadt Yam
Cole Thompson Yam
Isaac Scheid Yam
Trenton Risner Yam
Ryan Risner Suz
50 SHAFT
Steve Daly Yam
Joshua Maidman Yam
Austin L. Nelson Yam
Michael Pearson Yam
Kenneth Regal
50 JR
Tyler G. Murray Cob
Robb Lapeen II Cob
Michael Ross Cob
Nicholas Curtis Lem
Matthew R. Adrian Cob
50 SR
Anthony L. Jennings Cob
Brian D. Papst Cob
Daniel Durham Cob
Dustin Droscha Cob
Turner E. Bradford Cob
60
Eric S. Miller Kaw
Ronald Kendall II Kaw
Thomas Templeton Kaw
Joel A. Jager Kaw
Brandon Cooley Kaw
80 (7-11)
Jake J. Marsack Yam
Eric S. Miller Suz
Jerry Lorenz III Yam
Thomas Templeton Suz
Joel A. Jager Yam
80 (12-15)
Nicholas A. Vaughn Kaw
Mitch T. Dervin Yam
Brian L. Schuiteman Yam
Mitch Sluder Yam
Frank Jungnitsch Suz
80 C
Troy Bloomquist Hon
Tyler Masters Hon
Dustin Jager Hon
Jeff Thompson Hon
David Merrill Hon
125 JR
Danny Beckett Jr. Suz
Joshua M. Pike Yam
Jon D. Logan Yam
Matthew W. Carpenter Kaw
Mitch Sluder Kaw
125 A
Scott Treichel Hon
Matthew A. Murphy Hon
125 B
Justin Thompson Hon
Jamie R. Beckett Suz
Dan Wiersema Kaw
Jacob C. Dickerson Yam
Randy Wood Yam
125 C
Chad Brackett Yam
Jon James Cunningham Hon
Kevin A. O'Neill Suz
Ronnie S. Keefer Yam
John C. Woods Suz
250 OPEN A
Brad M. Kress Kaw
Gary A. Radzicki Kaw
Lyle R. Fleischmann Hon
Joe Sumbera Kaw
Rob Nugan Kaw
250 OPEN B
Justin Thompson Hon
Henry W. Wiles Suz
Jamie R. Beckett Suz
Jason Perry Hon
Royal J. Green Kaw
250 OPEN C
Daniel Curry Suz
Sean Raynard Hon
John Petsnick Suz
Victor A. Plath Hon
Steve Esselink Yam
16-24
Brad M. Kress Kaw
Ray Roehlk Yam
Chad Hauser Kaw
Chad Remelts Yam
Thomas Westveld Hon
25+
Rob Nugan Kaw
Jay Mowl Kaw
Aaron M. Apostol Yam
Gary A. Radzicki Kaw
Jim G. Wazny Suz
30+
Dan Chapin Hon
Frederick Mervau Kaw
Victor Edgar Suz
Rod Seibert Yam
Eric Hay Kaw
35+
Frederick Mervau Kaw
Daniel W. Chapel Yam
Daniel B. Money Kaw
Darin Woodcock Hon
Donald Darrow Kaw
40+
Gary Saya Hon
Doug Chaffee Hon
Guy Sheridan Hon
Douglas Thering Yam
Ken M. Bump Hon
50+
Douglas Hilderbrant Kaw
BMBR
Joseph Kolanowski Hon
Michael R. Watson Kaw
NON-CUR
Kevin Hilderbrant Hon
Kevin A. O'Neill Hon
Mike Mosher Suz
Russ I. Johnson Suz
David Fink Hon
WMN
Sarah R. Whitmore Yam
Jessica Foster Hon

Motocross
AMA District 14
Morelands Motocross
Stanton, MI
September 6
By Terry Watts

50 BEG
Cole Thompson Yam
Steven Halberstadt Yam
Keith Barkley
Isaac Scheid Yam
Trenton Risner Yam
50 SHAFT
Steve Daly Yam
Joshua Maidman Yam
Turner E. Bradford Yam
Michael Pearson Yam
Austin L. Nelson Yam
50 JR
Matthew R. Adrian Cob
Tyler G. Murray Cob
Chad Cooley KTM
Michael Ross Cob
A.J. Kevin Alleshouse Cob
50 SR
Dominic Izz Cob
Brian D. Papst Cob
Daniel Durham Cob
Dustin Droscha Cob
Garrett D. Bradford Cob
60
Ronald Kendall Kaw
Dustin J. Durbin Kaw
Daniel Durham Kaw
Justin Durham KTM
Dominic Izz Kaw
80 (7-11)
Jerry Lorenz III Yam
Ronald Kendall II Yam
Joel A. Jager Yam
Scotty Maidman Kaw
Jeffrey S. Gokee Suz
80 (12-15)
Nicholas A. Vaughn Kaw
Mitch T. Dervin Yam
Brad Smith Hon
Brian L. Schuiteman Yam
Mitch Sluder Yam
80 C
Tyler Masters Hon
Anthony J. Tanner Yam
Dustin Jager Hon
Jeff Thompson Hon
Nathan Barrett Yam
125 JR
Danny Beckett Jr. Suz
Jon D. Logan Yam
Nic Manion Yam
Kyle Thompson Hon
Matthew W. Carpenter Kaw
125 A
Gary Schroyer Yam
Simon McInnes Kaw
Nick Egle Kaw
125 B
Justin Thompson Hon
Ray Roehlk Yam
Nic Manion Yam
Jamie R. Beckett Suz
Dan Wiersema Kaw
125 C
Chad Brackett Kaw
Jon James Cunningham Hon
Daniel Wydeck Jr. Suz
Troy Bloomquist Hon
Ronnie S. Keefer Yam
250 OPEN A
Brad M. Kress Kaw
Jay Mowl Kaw
250 OPEN B
Justin Thompson Hon
Jamie R. Beckett Suz
Henry W. Wiles Suz
Dan Wiersema Yam
Tony Fuzi Hon
250 OPEN C
Travis L. Fuzi Hon
Michael Robishaw Kaw
Ryan Bowne Hon
Steve Esselink Yam
Michael Muday II Kaw
16-24
Brad M. Kress Kaw
Gary Schroyer Yam
Josh Cunningham Suz
Chad Hauser Kaw
Simon McInnes Kaw
25+
Rob Nugan Kaw
Tommy Kirk Hon
Victor Edgar Suz
Joe Sumbera Kaw
Jay Mowl Kaw
30+
Rod Seibert Yam
Gary Seibert Suz
Frederick Mervau Kaw
Victor Edgar Suz
Daniel W. Chapel Yam
35+
Gary Seibert Suz
Daniel W. Chapel Yam
Frederick Mervau Kaw
Thomas W. Powers Suz
Matthew D. Klee Yam
40+
Gary Saya Hon
Doug Chaffee Hon
Daniel D. Carlton Suz
George Blais Jr. Hon
Stanley E. Salter Hon
50+
Douglas Hilderbrant Kaw
BMBR
Tom Bruxvoort Suz
Joseph M. Kolanowski Hon
NON-CUR
Kevin Hilderbrant Hon
David Fink Hon
Derek Brush Hon
Brian Kitzmiller Kaw
Scott Hinton Hon

Motocross
AMA District 14
Morelands Motocross
Stanton, MI
September 7
By Terry Watts

50 BEG
Isaac Scheid Yam
Kenneth Regal Yam
Mitchell Brackett Yam
Conor Edgar Yam
Trenton Risner Yam
50 SHAFT
Steve Daly Yam
Austin L. Nelson Yam
Michael Pearson Yam
Turner E. Bradford Yam
Joshua Maidman Yam
50 JR
Tyler G. Murray Cob
Matthew R. Adrian Cob
Nicholas Curtis Lem
A.J. Kevin Alleshouse Cob
Chad Cooley KTM
50 SR
Daniel Durham Cob
Brian D. Papst Cob
Joshua Barrett Cob
Steve Daly
Garrett D. Bradford Cob
60
Ronald Kendall II Kaw
Dustin J. Durbin Kaw
Dominic Izz Kaw
Justin Durham KTM
Joel A. Jager Kaw
80 (7-11)
Grant W. Moreland Suz
Jerry Lorenz III Yam
Ronald Kendall II Yam
Scotty Maidman Kaw
Joel A. Jager Yam
80 (12-15)
Mitch T. Dervin Yam
Nicholas A. Vaughn Kaw
Brian L. Schuiteman Yam
Brad Smith Hon
Eric Baird Suz
80 C
Tyler Masters Hon
Troy Bloomquist Hon
Anthony J. Tanner Yam
Kyle Durham Hon
Nathan Barrett Yam
125 JR
Danny Beckett Jr. Suz
James R. Taylor Yam
Kyle Bagladi Yam
Matthew W. Carpenter Kaw
Jon D. Logan Yam
125 A
Brad M. Kress Suz
Daren G. Alvesteffer Suz
125 B
Jamie R. Beckett Suz
Chad Remelts Yam
Ray Roehlk Yam
Randy Wood Yam
Jacob C. Dickerson Yam
125 C
Chad Brackett Yam
Jon James Cunningham Hon
Troy Bloomquist Hon
Joshua K. Klifman Yam
Ronnie S. Keefer Yam
250 OPEN A
Brad M. Kress Kaw
Daren G. Alvesteffer Suz
Matthew A. Murphy Suz
250 OPEN B
Henry W. Wiles Suz
Dan Wiersema Yam
Chad Lesausky Yam
Tony Fuzi Hon
Gerrit Powell Suz
250 OPEN C
Travis L. Fuzi Hon
Nicholas L. Pierce Yam
James A. Cunningham Hon
Jeff Conners Yam
Daniel Wydeck Jr. Suz
16-24
Chad Lesausky Yam
Chad Hauser Yam
Ray Roehlk Yam
Josh Cunningham Suz
John D.M. Crews Yam
25+
Tommy Kirk Yam
Brian Baker Suz
Dan Frances Kaw
30+
Victor Edgar Suz
Doug Krug Kaw
Craig Mathers Hon
Mark P. Border Kaw
35+
Bruce Clary Kaw
40+
Gary Saya Hon
Doug Chaffee Hon
George Blais Jr. Hon
Douglas Ryder Hon
Harold J. Nash Suz
BMBR
Bruce Clary Kaw
Mark P. Border Yam
NON-CUR
Russ I. Johnson Suz
David Fink Hon
Jerry E. Lorenz Hon
Scott Hinton Hon
Justin Cupp Hon

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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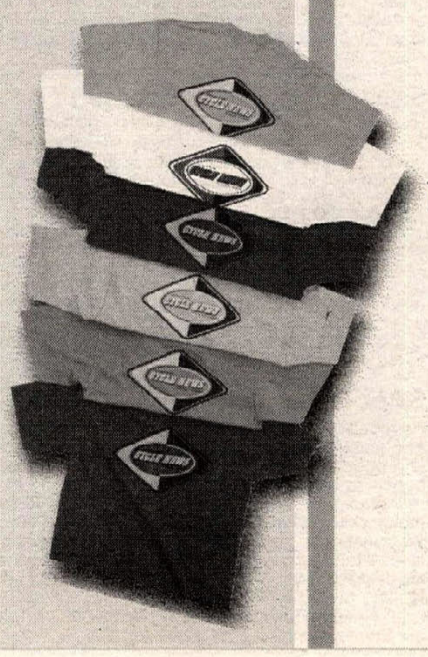

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WANT ADS

HELP WANTED

Customer Service Administrator

A CAREER IN CUSTOMER SERVICE. (Code 51-CN) Do you possess good motorcycle technical knowledge? Are you a good communicator? Are you people oriented and can effectively deal with diverse customers? Are you looking for a challenging career? Great benefits, people and a great environment? If you can demonstrate that you have the skill and desire to be successful in this job, we would like to talk to you. We are located on a campus like setting in the beautiful city of Brea in Southern California. We offer an attractive compensation and benefits package, company automobile lease/purchase program, educational assistance program, and a host of attractive benefits and programs. For immediate consideration, forward your resume with salary requirements (a MUST for consideration) to: American Suzuki Motor Corporation, Human Resources Code, 3251 E. Imperial Hwy. Brea, CA 92821 EEO fax (714) 528-7385. E-mail: hr@suz.com. CA

Motorcycle Technician

Busy large established Suzuki dealership needs experienced technician. Must be clean and organized. Excellent pay and benefits. Fax resume (949)645-3251 or call Tarek (714)646-2428. CA

Parts Help Needed

Busy Southern California Kawasaki dealer looking for a knowledgeable parts person to fill a position in our parts department. Seeking a person with good customer communication and computer skills. We offer a health plan, dental plan and vacation benefits. Wages based on experience. Call Dennis at (909)781-5967 or fax resume to (909)781-8047. Kawasaki of Riverside, 1575 University Avenue, Riverside, CA 92507.

Sales/Technical

Come join the high performance leaders. Yoshimura R&D currently has full time positions available in the sales and technical departments. The ideal candidates must have extensive motorcycle knowledge, prior phone sales and customer service experience. Yoshimura offers competitive pay, medical insurance, paid vacation and more. Qualified applicants should submit a resume by mail to: Yoshimura R&D, 4555 Carter Court, Chino, CA, 91710 or fax to (909)591-2198, Attn: Walter Wells.

Technician Wanted

Corona Honda Kawasaki is looking for an experienced technican for m/c and pwc. Paid vacation and 5 day work week. Call Gus at (909)735-2030 or fax resume to (909)735-0206. CA

Experienced Technician Wanted

Dealer needs tech. Benefits. Must have Honda experience. Send resume with references to Action Power Sports, 15628 Hwy 19, Hudson, FL, 34667, fax (727)862-1390 email: aps@gate.net FL

Have A Passion For Motorcycles?

Due to rapid expansion,Cycle Gear, America's largest and fastest growing motorcycle accessory store chain has several part, full and management positions available in the S.F., East Bay, South Bay, Peninsula and Sacramento areas. We offer full benefits, FREE company stock, excellent compensation and a fun and exciting atmosphere. Experience not necessary, a positive attitude is. Stop going to work, and start having fun while you make money! Contact Paul Flores at: (707)747-5053 ext 16. CA

Service Manager/Mechanics

Established Southern California multi line dealership servicing Honda, Kawasaki and Polaris, is currently seeking an experienced Service Manager and Mechanics. Contact Jon Z. at Temple City PowerSports (626)287-6167 or fax resume to (626)287-5449. CA

Purchasing Agent

Experienced person needed for exciting position in fast paced racing industry. Product knowledge of motorcycles, racing apparel and accessories a must. Send resume and salary history to Division C, P.O. Box 5084, Costa Mesa, CA, 92628-5084. CA

ServiceTechnicians 50K+/YR

Full commission 40% labor, 5% parts (after 1 year), competent management, medical insurance, 5 or 6 days a week, flexible hours (start early or start late), 10% over cost-parts/accessories, new units at cost, growing business in new location. Fax resume to (949)859-7660, Orange County, CA

Parts Manager

Honda, Kawasaki, Sea-Doo dealership moving to new larger building. Clean inventory and good turns. Looking for experience and skills to help grow our hard parts business. Great pay, benefits, cafeteria plan. TUES-SAT. Fax resume and pay history attention Tracy at CYCLE SPORTS EUGENE (503)463-6496. OR

HONDA/DUCATI MOTORCYCLE technician needed. Top pay, openings available immediately, ask for Ted (972)238-7148. Dallas, TX

#1 Tech = Big $ $

If you like what you do and making money too. We want you! Must be excellent watercraft/mc technician. Must be a team player and drug free. Attn: Jeff, Del Amo Motorsports, Phone (310)372-8891, Fax (310)379-2730. CA.

Service Tech Wanted

Kawasaki, Honda, Yamaha dealer needs year round, full time technician. Five day work week. Nice air conditioned shop. North Central Texas. Call John or Al (800)777-0214 or fax resume (915)676-8612. TX

Service Manager/Technicians

Kawasaki, Yamaha, Sea-Doo, Personal Watercraft and Jet Boat dealership seeks energetic people for all service positions. We are one of the largest Personal Watercraft dealerships in the world! Year round work and benefits available. Call Sam (800)538-8324 or fax resume to (954)920-5469. FL

Technicians & Service Mgr

Career opportunity, top pay, health insurance, 401K, 5 day week, resort area, Sea-Doo, Polaris, Suzuki. We race MX. Looking for motivated caring individuals who take pride in themselves and the company they work for. Send resume P. O. Box 4305, Hot Springs, AR, 71914.

Sales - Motorcycle/Sea-Doo

Large 5 line dealer has 3 openings for quality people. Serious money to be made. Join our team. Will train. Benefits, 401K. Ask for Paul. (213)466-7191. CA

Parts Manager & F&I Manager

Large Denver, CO, Yamaha, Suzuki, Sea-Doo dealership needs two experienced pros with good attitude. Salary plus commission. David or Charlie (303)657-0091 or FAX (303)657-0094. CO

Advertising Sales Representative

Petersen Publishing Co. has immediate opening for an Advertising Sales Representative. The Publisher of Hot Rod Bikes magazine is currently seeking the right candidate for our expanding group. Ideal candidate will be highly motivated and a creative self starter who works well independently. Must have motorcycle industry knowledge/contacts as well as sales and marketing experience. Some travel required. Please send resume with SALARY HISTORY to: Attention SR/HRB, Human Resources-8th Floor, 6420 Wilshire Blvd, Los Angeles, CA, 90048 or fax (323)782-2467. www.petersenco.com CA

Service Technicians

Large multiple franchise dealer in Northern Virginia needs experienced technicians. We have two locations that offer excellent opportunities for the right individual. If you are interested in relocating to our area and have experience in the Powersport Industry, call today. Excellent pay, benefits and relocation assistance. Ask about our four day work week. Coleman PowerSport (703)237-3400 or (800)888-3619. Kim Harrison. VA

Technician Needed

Largest all brand accessory/service shop in the Las Vegas area seeks full time experienced technician. Dyno, Street and Dirt experience a must. Great local economy. Year round riding, competitive wages depending on experience. Fax resume (702)222-0708. NV

Promotions Manager

Leading sport eyewear company seeking professional, hard working individual to fill Promotions Manager position for Power Sports Division. Position will oversee all promotional and athlete endorsement programs and provide support for distributor/dealer promotions. Individual should have minimum 3 years MX marketing promotions experience or a related industry background; willing to travel extensively; be an organized, self starter with ability to work in team atmosphere; strong verbal and written communication skills; proficient PC computer skills and a desire to live in a small winter/summer resort community. Send resume to Smith Sport Optics, Inc., P. O. Box 2999, Ketchum, ID, 83340 attention Marketing Promotions Position/Power Sports. All inquiries will be held strictly confidential.

Lockhart-Phillips USA

Located in South Orange County, CA., seeks self motivated team players for the following positions: SALES MANAGER—Seeking an experienced sales manager responsible for managing our team of inside and outside sales reps and foreign sales. Applicant must have both sales and management experience in the motorsport industry. SALES AND CUSTOMER SERVICE REPRESENTATIVES—to service dealerships and process orders. Proven customer service skills and sales background necessary. Applicant must have basic computer skills and knowledge of sportbikes. JOIN OUR WINNING TEAM! Please fax resume and salary history to: (949)498-1594 or call (800)221-7291 (EOE) CA

Parts Manager

Multi-line dealership in the Mid Atlantic area is looking for an energetic and aggressive parts manager. Steady year round business with motorcycle, ATVs and watercraft. Salary commensurate with experience. Send resumes to L.E. Good, P. O. Box 688, New Castle, DE 19720-0688.

Sales Manager & F&I Manager

Needed for high volume, multi line dealership in Tucson, AZ. Very rewarding pay and benefits for top performer. If that is you please call Don Little at (602)539-2430 or fax resume to (602)539-2441. AZ

Cycles Of Palm Beach

offers career opportunity to experienced motorcycle and watercraft technicians. High volume multi line dealer in warm and sunny South Florida offers air conditioned service department, excellent earnings and benefits. If you are honest, dependable and do quality work, we need to hear from you. Fax resume to (561)683-1877. FL

Sales Technician

Performance Machine, Inc. is looking for motivated and knowledgeable phone service technicians to join our sales team. Put your years of riding and bench racing to use working for a company that manufactures the best wheels and brakes in the motorcycle industry. Be a part of our winning team. We need your motorcycle knowledge! This position is full time, Monday through Friday, with a full benefits package, Mail or fax resume to our beautiful new facility, 6892 Marlin Circle, La Palma, CA 90623 Attn: Human Resource. Fax (714)523-3007 or call our Employment line (714)228-8480. CA

Major Expansion

Personnel for all departments. We are undertaking a major expansion of our business and have the need for additional people who will take pride in their work and expect to be paid accordingly. We are looking for Vehicle Sales, Parts Counter, General Merchandise and Service (all positions in service-Service Manager, experienced and/or starting technicians). Hourly pay plus commissions with many benefits. Vacations, 401K, insurance, bonus, etc. We are a large multi line dealer with year around work and pay. Located in the SE near the Great Smoky Mts. National Park with its 10 million visitors a year. Interested? Let's talk. Knoxville Harley Davidson, Honda, Yamaha, Buell, 5800 Clinton Hwy, Knoxville, TN 37912. (423)689-2454 or (800)637-6386. TN

X-Racer Preferred

Small Colorado dealership looking for experienced motorcycle and ATV mechanic. Snowmobile mechanical knowledge a plus but will train. Good clean living and the best riding in the country! Great pay and benefits to the right person. Fax resume and references to (970)641-3162. CO

BMW Technician Wanted

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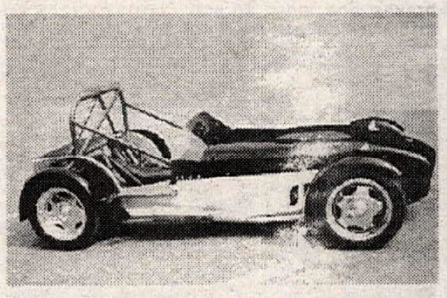

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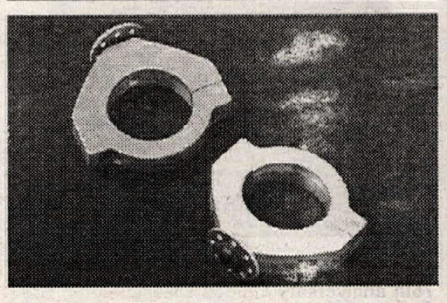

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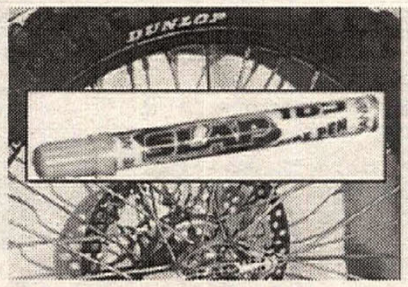

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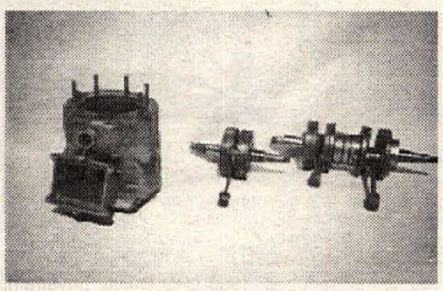

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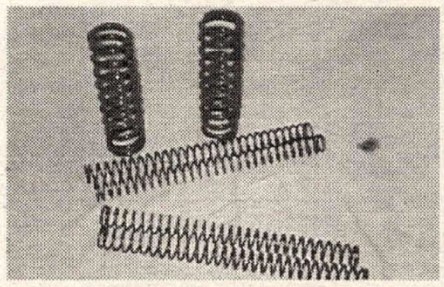

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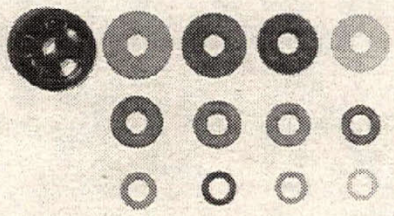

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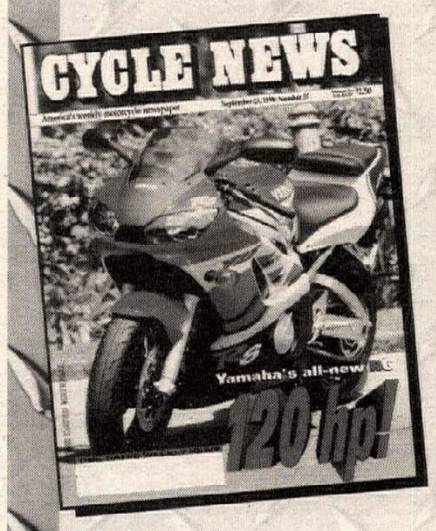

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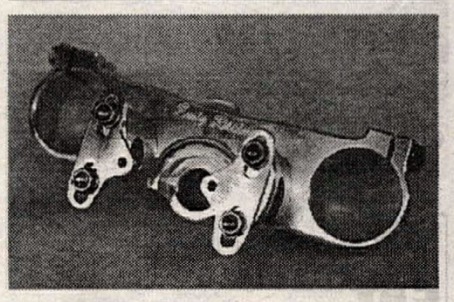

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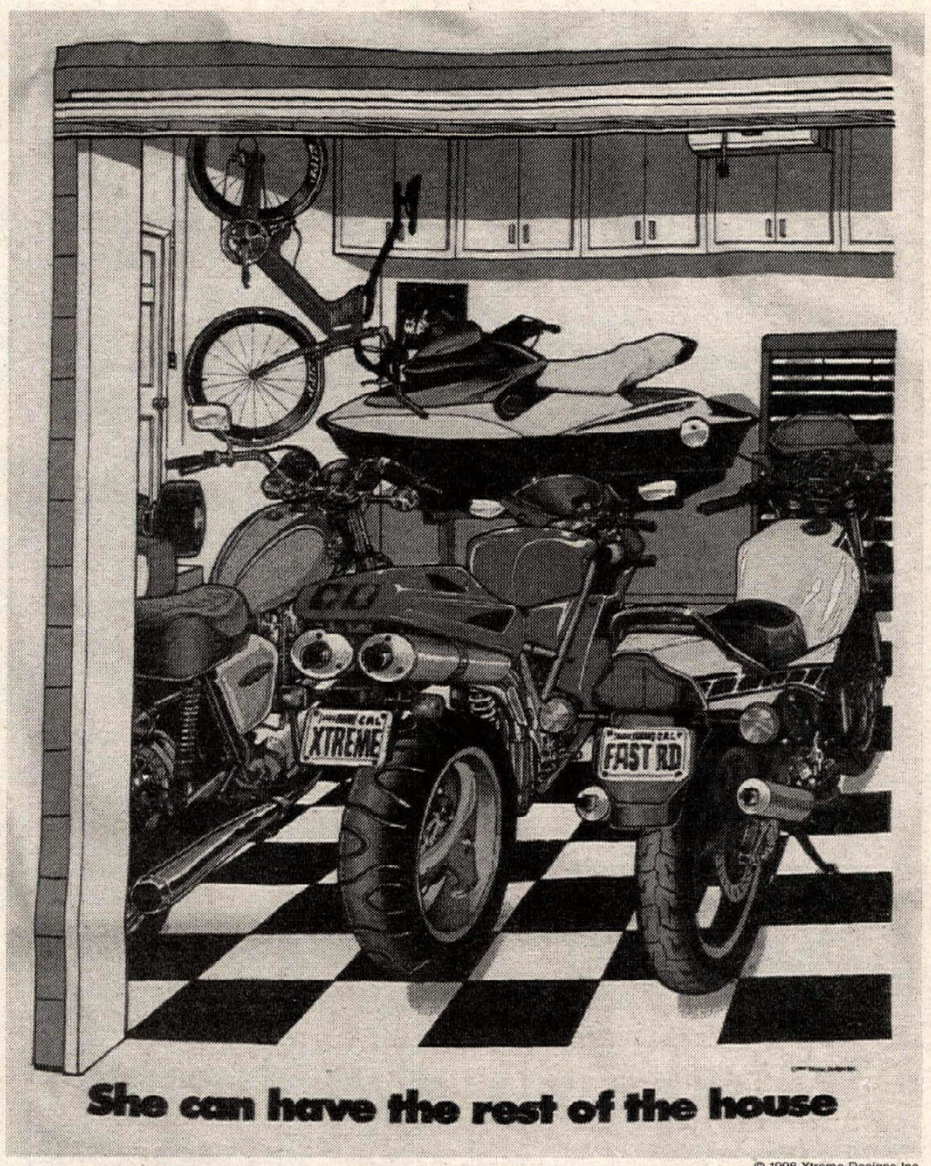

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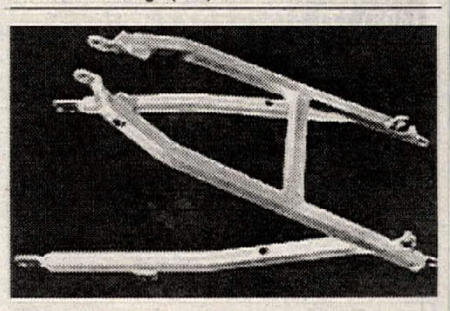

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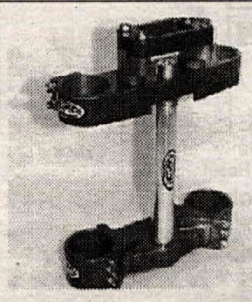

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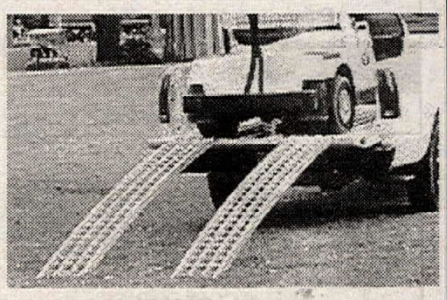

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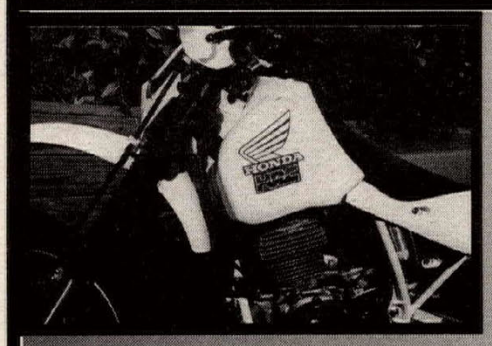

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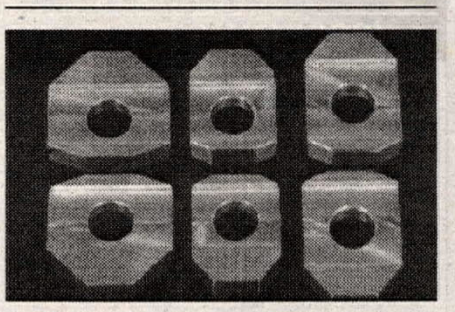

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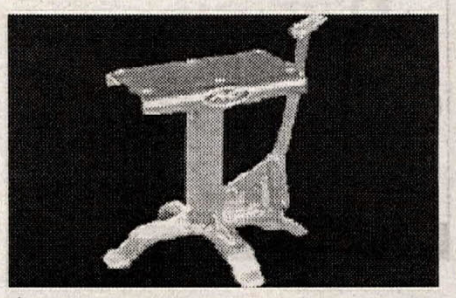

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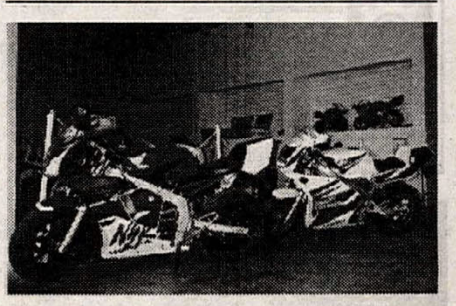

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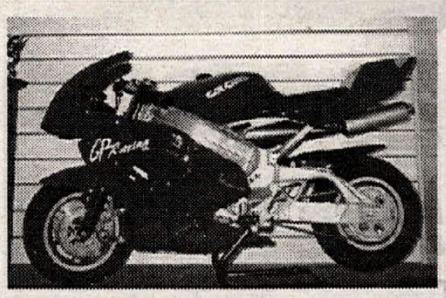

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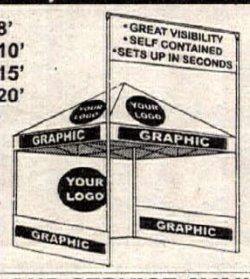

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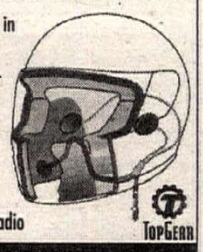

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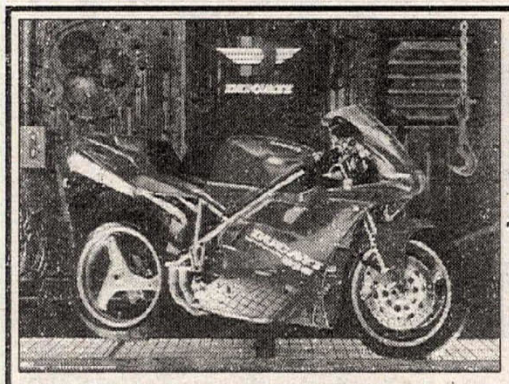

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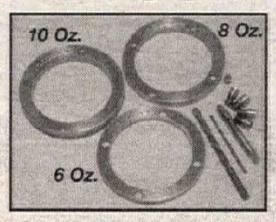

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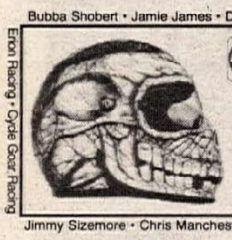

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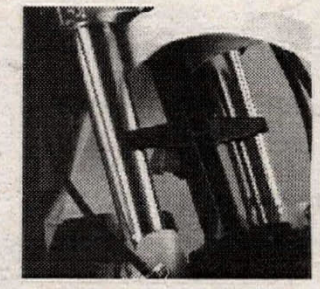

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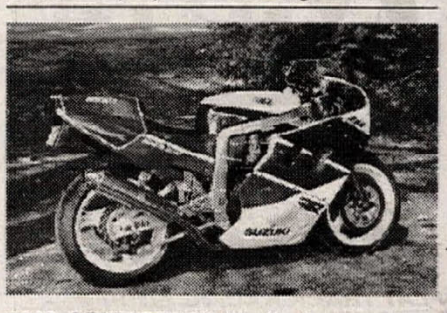

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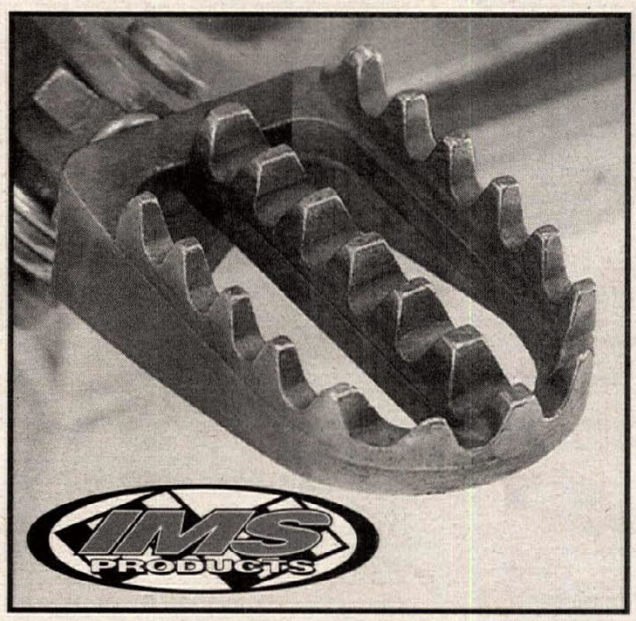

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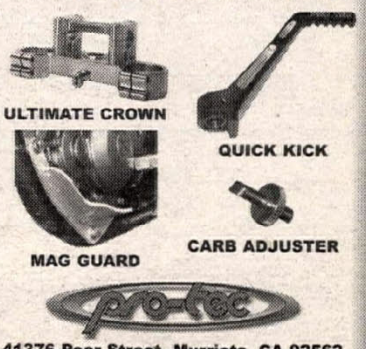

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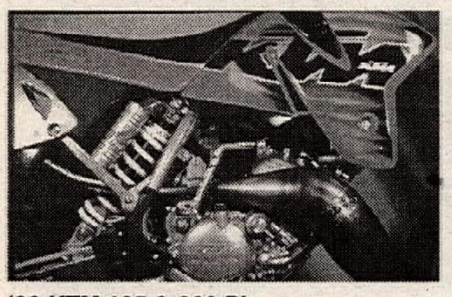

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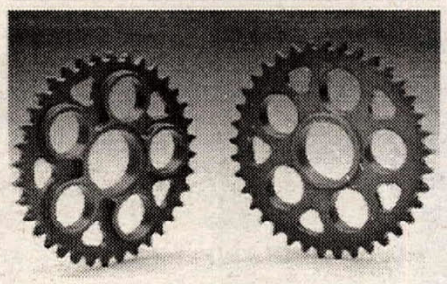

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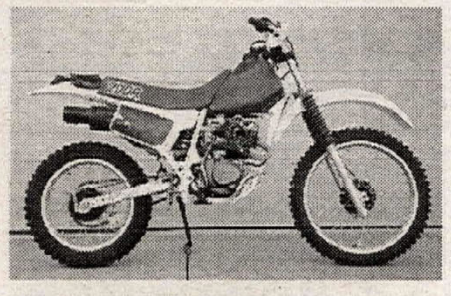

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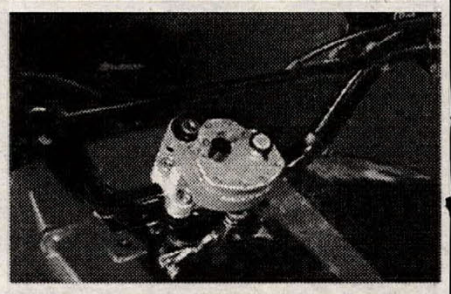

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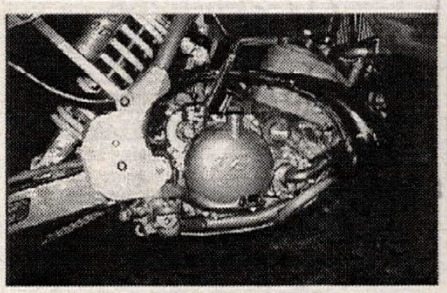

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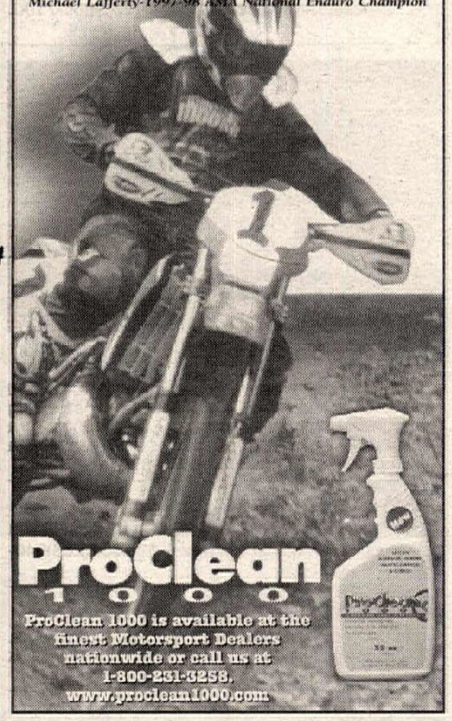

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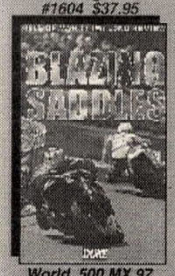

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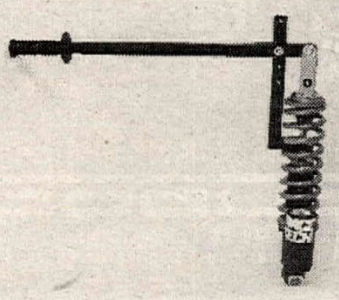

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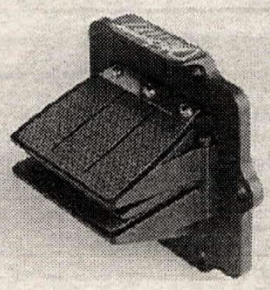

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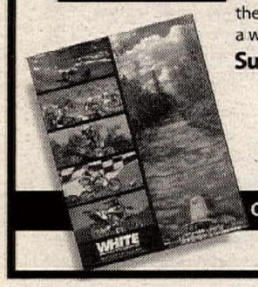

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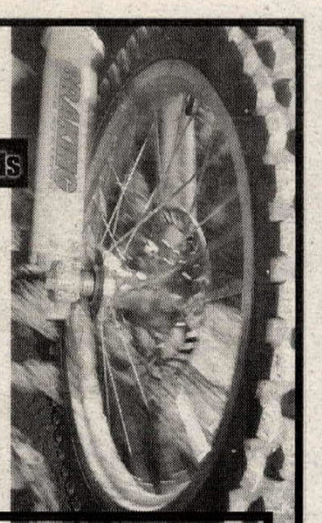

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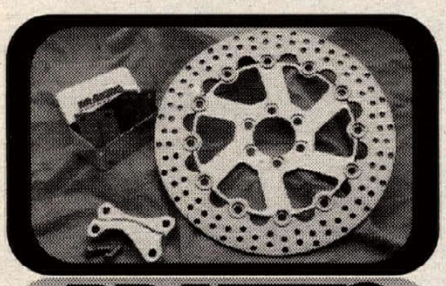

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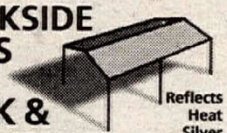

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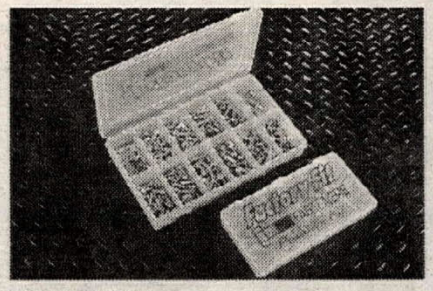

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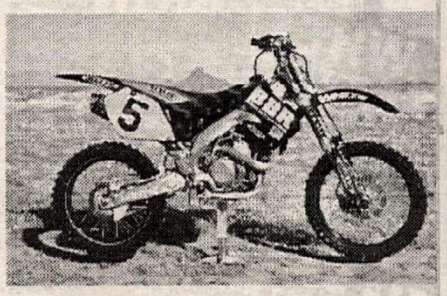

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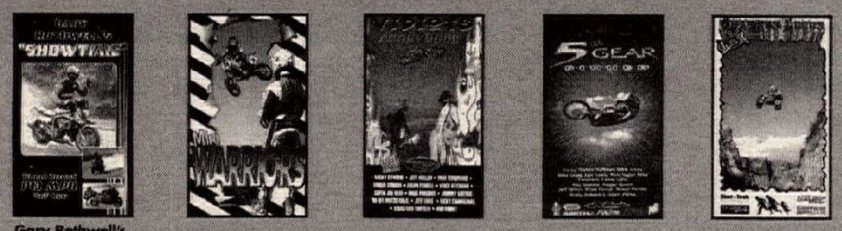

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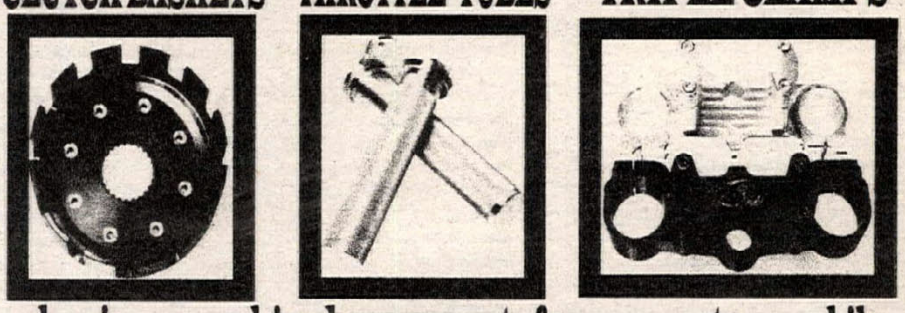

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A VIEW FROM THE FENCE

BY ERIC JOHNSON

Last January, the Goodyear Tire & Rubber Company, in its annual automobile-racing attendance report, documented that 16,861,291 fans attended the 230 major American auto races run throughout the calendar year. By factoring in the major U.S. race series such as the NASCAR Winston Cup series, the CART Championship series, the NHRA National Championship series and the World of Outlaws circuit, Goodyear reported that auto-racing attendance had grown by nearly 10 percent over the previous year.

While the folks at Goodyear didn't include the sport of Supercross in their well-respected document, it can't be denied that the sport of stadium motocross is now hovering on the edge of becoming a major motorsport in this nation. After a highly acclaimed 1998 season - which drew almost 750,000 spectators to the 16-round series for an average crowd count of over 45,000 - Supercross, with its eye-raising Nielsen TV ratings numbers, glistening stick-and-ball venues, 18-wheel semi trucks and celebritylike racers, heads into the 1999 campaign with the respect of its four-wheeled big cousins.

"You know, we've been talking to Rick Johnson a lot lately," said PACE Motor Sports CEO Gary Becker from his office in suburban Chicagoland. "Rick can't get a ride in any of the NASCAR series because not many people in NASCAR know who he is. But if you look at Jeremy McGrath, who races in front of over 750,000 people each year and has received national television exposure through the Supercross series, he talks to the people involved in car racing about his future and hears, 'Yeah! We know who you are.' They're interested in him because they know him. But R.J. can't do that because he was not part of the mainstream boom Supercross has gone through in the last four or five years."

Becker has a point. Coming off a winter of incessant travel, troubleshooting and deal making, he is back in Chicago, already well into the planning stages for the 1999 AMA Supercross Series. Thrilled with the wildly successful 1998 stadium tour de force, Becker plans to take what worked well last season and place it up against the approaching campaign.

"We had extraordinary performances from Jeremy McGrath, Ricky Carmichael, John Dowd and Doug Henry in 1998," Becker declared. "And along with a dozen other guys that put 110 percent into what they do, and additional support from Chaparral and FMF, the emergence of Racer X magazine, the success of the outdoor nationals and the ABC broadcast, where we exposed the sport to 3 million new people, it was just an incredible year for the sport. Everything clicked and everybody did their job. Recently, the manufacturers told us that the sales of 80cc motorcycles are on a big increase. That tells me that a lot of young kids love Supercross and want to race these things, and hopefully grow up and ride motorcycles their entire life."

For all intents and purposes, it's Becker who sits at the rudder, steering the sport toward the elusive and hidden treasure of big-money TV deals, increased ticket sales and corporate sponsorship. And while it can be rough, ominous sailing at times, Becker seems to enjoy it all tremendously.

"I've probably had more fun - and this includes my experience in rock and roll - with supercross than anything," he said. "This was the best year of my career. You know three years ago, we went out to the team managers and manufacturers and asked them what we could do to make their lives better. We talked about the autograph sessions, starting the series on the West Coast, and other matters. We told them that we wanted to solve their problems. We invited racers, mechanics, truck drivers and marketing people, and everything went well."

In order to make it in the high-stakes, vicious American entertainment arena, PACE must constantly grow, develop and polish the Supercross product. It's a constant, dog-eat-dog fight for the almighty consumer entertainment dollar, and PACE must not only meet its goals and objectives, it must also cast a warm and bright halo over the manufacturers who use the series to tout their products and brand image.

"The manufacturers are spending upwards of $2.5 million to race Supercross," Becker explained. "If we can't deliver and move into the future, it isn't worth it to them. Supercross has to deliver and we have to work together. For instance, we created the ABC network show, and all the OEMs participated by buying spots, which basically underwrote our costs.

"Recently, we went to California to visit the OEMs and told them that PACE is dedicated to making the sport more professional," Becker added. "No matter what happens, we are committed to doing whatever it takes to bring the two parties (PACE and the manufacturers) together to further growth. The promoters are in it for the money, and I'm not going to say we don't want to make money from the events, but we also want to grow it and build it, and the money will come later."

In a few weeks' time - on October 10 and 11, to be exact - Las Vegas-based promoter Eric Peronard and his partner Mike DeStefano will launch a stand-alone Supercross known as "The U.S. Open of Supercross." Touted as a glittery, big-dollar affair, The Open, to be run in the opulent MGM Grand Arena, has caused quite a commotion in the American motocross industry. As it is not a PACE-promoted event, Becker views the much-ballyhooed event as nothing more than a renegade "one-off."

"The difference between what we do and what the U.S. Open does is to pay the riders a lot of money at one time," Becker explained. "It's a wonderful idea, but they are not doing it to build the sport. We keep hearing the question, If they can pay a purse of $250,000, why can't PACE? The answer to that is: We build the sport and we spend upwards of $1.6 million in hard ad dollars. PACE spends an average of $150,000 on advertising for each event. We also buy ads in USA Today, which is read by millions of people, and we spent money on the ABC broadcast. In doing all this, we generate four times our investment in measured media throughout the series and we bring approximately 750,000 people into the stadiums. We don't directly pay the riders huge dollars, but we promote them and provide a platform for them to go out and get sponsors. The U.S. Open, in my opinion, is an Arenacross show and a payday for the riders. However, it is not building the product. That's not necessarily wrong, but it isn't what we do. So when people compare us to them, it's not apples to apples. The Supercross Series is growing the industry. In fact, a number of representatives from the manufacturers have recently told me that Supercross is the foundation of growth in the entire motorcycle industry."

While one may find mixed opinions and emotions when the name PACE is brought up in the paddocks and semi trucks of the U.S. Pro circuit, it can't be denied that the promotional entity has helped deliver the sport to another level. In other words, love them or hate them, Gary Becker and the entire PACE operation must be doing something right.

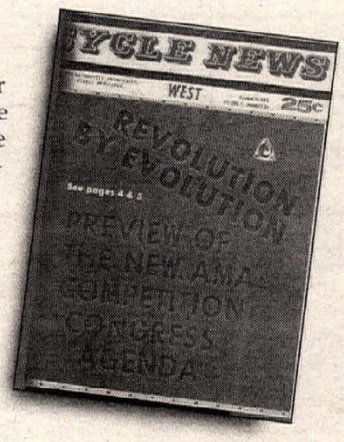
"Our mission is to improve the presentation of the show and to add to the points fund and overall purses," Becker concluded. "We want to continue to build a sport so young men can get paid and be able to expose their talents. We want one of them to go on to be the next Jeff Ward."

So will Jeremy McGrath, fortified by the fame and glory of being a five-time Supercross Champion, go on to become the next motocrosser to make it big in the high-jinks world of professional auto racing?

We can only hope so. CN

LOOKING BACK...

30 YEARS AGO... OCTOBER 24, 1968



As the cover explained, issue #39 contained the AMA Competition Congress agenda, and it is interesting to read some of the proposals contained therein, such as an initiative to "eliminate the 750cc limit for sidevalve engines and run all Expert and Amateur machines on a 500cc basis, whether OHV, sidevalve or 2-stroke (sic)" or to "stipulate in sanction that promoter allow two mechanics and rider's wife free admission"... The '68 AMA Grand National title battle was still being viciously slugged out between **Freddy Nix** (H-D) and reigning champion **Gary Nixon** (Tri), and it was Nix who got the upper hand this time, as he won the nine-mile National at Oklahoma City and also took over the points lead. Nixon finished a distant seventh... Meanwhile, out west, **Gene Romero** (Tri) scored a win over **Mel Lacher** (H-D) at Ascot Park... The **Grand Canyon Road Run**, held over Labor Day Weekend, drew some 342 riders from as far away as California and Texas.

20 YEARS AGO... OCTOBER 11, 1978

The photo on the cover of this issue #39 said it all, as **Jay Springsteen** (H-D) lifted his third straight AMA Camel Pro number-one plate high in the air after he scored the win at the season finale Ascot Half Mile. Springer defeated title rival **Steve Eklund** (H-D) by 20 feet, and thus five points, for the title... **Bob "Hurricane" Hannah** (Yam) gave himself a nice little 22nd birthday present, as he scored two moto wins for the overall victory at round two of the Trans-AMA Series at Red Bud Track N Trail in Buchanan, Michigan... We brought you an interview with AMA 500cc National MX contender and factory Yamaha rider **Rick Burgett**... We also took a spin on the **LOP Suzuki RM125** that was being contested in AMA Nationals by **Marty Moates**.

10 YEARS AGO... OCTOBER 5, 1988

Scott Parker (H-D) raced to the Ascot Half Mile win, which should have been enough to clinch his first AMA Grand National Championship title, but a protest by **Bubba Shobert** over his DQ at Syracuse was being examined by the AMA. **Ricky Graham** (Hon) finished second, and **Steve Morehead** (H-D) finished third... World 500cc Champion-elect **Eddie Lawson** (Yam) scored his seventh win of the year at the season finale Brazilian GP in South America, while Spain's **Sito Pons** (Hon) finished third in the 250cc race, behind **Dominique Sarron** (Hon) and **Carlos Lavado** (Yam) to win the World 250cc title... **Eddie Lojak** (Hus) won the Marietta, Ohio, GNCC... **Tyson Vohland** (Kaw) won the Denver round of the Mickey Thompson Off-Road Championship Gran Prix Series... **Team Vance & Hines** (Suz), with riders **Randy Renfrow** and **Peter Carroll**, gripped its third straight Coors Light WERA 24-Hour West endurance race at Willow Springs International Raceway. CN

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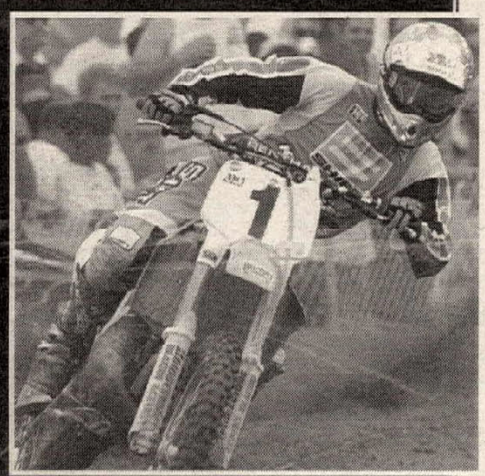
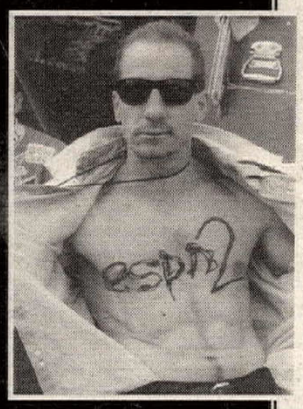
HUNGRY FOR ACTION?

Critical titles are on the line as the racing season gets down to the last few races. Still to be decided is the AMA Superbike title that Doug Chandler and Kawasaki have owned for so long. However, Ben Bostrom and Honda are looking to end the Chandler era and claim the Superbike crown for their own.

Then, there is still all of the best of Motocross, Hill Climbs, Road Racing and Off-Road that is always part of MotoWorld. Plus, the "Silly Season" is in full swing as top Motocross, Off-Road, and Road Racing talent go on the auction block. See who will race for whom on which bikes only on MotoWorld!



The new kings of Motocross have been crowned and never has the sport seen such a diverse pool of talent. Ricky Carmichael was in a class of his own all season as he took his second straight 125cc AMA National Motocross title in as many years. Add to that two straight 125cc Regional Supercross titles and R.C. now boasts four championships in two years. The amazing come-back of Doug Henry is even more incredible now that he has been crowned the AMA 250cc Motocross National Champion. Plus, Jeremy McGrath came back on a new bike with a new team and took the Supercross title back that he had owned for four years and temporarily lost. McGrath broke nearly every record in the books this season. Most of them were his own. Watch the title chase again!



MW2 Rev It Up enters the world of open wheel racing with the Indy Racing League. Top Indy Car drivers compete head to head for the big bucks, while up-and-comers like Jeff Ward race for a chance at the big dollar factory contracts.

Then, MW2 Rev It Up goes from the pavement to the dirt at the SCCA Pro Rally in Prescott, Arizona. Rally cars navigating at high speeds for hundreds of miles with one goal. Victory! It's all on MW2 Rev It Up!

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HERE'S THE MENU:

Date	Eastern Time	Description
10/1/98	4:30 AM	MW2 Rev It Up
10/1/98	6:30 PM	MotoWorld
10/2/98	6:30 PM	MW2 Rev It Up
10/4/98	11:00 AM	MotoWorld (R)
10/6/98	4:30 AM	MotoWorld (R)
10/8/98	6:30 PM	MotoWorld
10/11/98	9:00 AM	MotoWorld (R)
10/13/98	4:30 AM	MotoWorld (R)
10/15/98	6:30 PM	MotoWorld
10/16/98	6:30 PM	MW2 Rev It Up
10/17/98	5:00 AM	MotoWorld (R)
10/21/98	3:30 AM	MotoWorld (R)
10/22/98	6:30 PM	MotoWorld
10/24/98	3:00 AM	MotoWorld (R)
10/24/98	5:00 AM	MW2 Rev It Up
10/28/98	3:30 AM	MotoWorld (R)
10/29/98	6:30 PM	MotoWorld
10/30/98	6:30 PM	MW2 Rev It Up
10/31/98	12:00 PM	MotoWorld (R)

espn2

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 Rev It Up espn2

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